

DAVID GILLESPIE



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No. 7



Santa's Able Assistant—Pacific Electric Railway

A Trinity of Notable Days

JUST at this time we are in the midst of three of the most notable days of the year—Thanksgiving having recently passed, Christmas almost upon us and just beyond, the New Year.

Much indeed had we to be thankful for in our Thanksgiving celebration in November, not only because of the results at the polls in our national election, but for the further reason that notwithstanding financial depression prevailing throughout the country during many passed months, the wave was not as intense here as in other parts of the nation and we have weathered the "storm" in Southern California.

We are thankful that business in general maintains itself to so good an extent, and that a great calamity has not come upon us. We are thankful for the continued blessings of progress, harmony and good will prevailing in our industrial family, and for the prosperity and well being enjoyed by us individually.

The festive season of Christmas, only a few days distant, is symbolic of the greatest gift to mankind. We observe it in commemoration by gift and tributes to our friends and loved ones. After all, Christmas, symbolic of the birth of Him who loved children most, is really a child's day, and each of us should try to make this day of days a most joyous one for the children.

January 1st will bring upon us a new era, and no one can say just what the New Year will bring forth. However, from authoritative sources it is predicted that an era of prosperity will follow and it is sincerely hoped that these predictions may be realized in fact.

Vital to us, because it is our own personal welfare that is at stake, should be our resolution that 1925 will find every one of us more intent upon our tasks; more loyal to our company's welfare; more zealous in the interest in all affairs of import, and more determined to win success for our industry than we have ever been before, knowing that with close teamwork attached to these ideals brilliant success must crown our efforts to our individual and allied interests.

On behalf of the Pacific Electric Railway, the greetings of the season are extended to each employee, with a sincere wish for his happiness and success, and the hope that 1925 will crown them with success in every good endeavor.

Applying Railway Practice To Motor Coaches

Records Being Made for Future Guidance and Close Supervision is Employed Along Line of Standardized Railway Methods

By F. E. GEIBEL
Asst. Superintendent of Equipment

THE Pacific Electric within the last year has become the largest operator of motor coaches among the electric railway properties of the nation. The Company now owns 120 modern motor coaches of the street car type, and fourteen separate services have been placed in operation in various cities with a present mileage of over 340,000 coach miles per month.

This operation is being handled by the railway organization without a change in executive and supervisory forces except the addition of the necessary mechanics and operators to handle the increased service, and the operators, in most instances, are qualified to handle either motor coach or electric cars.

The garage employee and supervision of mechanical matters come under the respective general car foremen of the division to which equipment is assigned. All overhaul work is being done in the general shops at Torrance, although owing to increase in volume of work, additional shop space will be required at that point together with some special tools for chassis and engine work. The body work, painting and upholstering is handled by the regular shop forces along with the car work.

Equipment

The equipment now in service as auxiliary to cars of the Pacific Electric consists of the following types and makes:

- 63 Whites—25 passenger.
- 26 Moreland—16 passenger.
- 17 Fageol—29 passenger.
- 3 Garford—32 passenger.
- 11 miscellaneous types.

The eleven miscellaneous coaches are of the older types seating about 19 passengers. All of the other makes are special motor coach designs of recent manufacture. All coaches are equipped with pneumatic tires and special air shock absorbers in front. The seats are arranged crosswise and are upholstered in genuine leather with deep spring cushions. The coaches are arranged for pay-as-you-enter front entrance with an emergency exit door in the rear or left side. As all coaches are in local service the gear ratios are arranged for frequent stop service instead of high speed interurban service.

To handle the maintenance, garages have been built at Pasadena, Santa Ana and Glendale. At all other points the maintenance is handled in temporary quarters, or in existing car houses or shops. As above stated, the garages and mechanics on each division are under the supervision of the general car foreman of the division. The mechanics are all qualified automotive tradesmen, although many have come up through our car departments,

and have the advantage of dual training. New men are usually hired as helpers, and advanced to the higher positions as vacancies occur.

The inspection system is organized on a mileage basis. The general inspection, corresponding to our mileage inspection of cars, is made every 2,000 miles. At this inspection the coach is gone over thoroughly and every bearing checked for wear and adjusted. The motor and chassis is cleaned, and compression, carburetion and ignition checked. The coach body is cleaned and all loose parts tightened or renewed. This work is so arranged that it is done by the day forces.

Daily inspection is made as to general condition, at which time defects which are reported by the drivers are corrected. The defects are reported on daily reports made out, one for each coach. This report shows speedometer reading, starting and closing, the run number, report of gasoline purchased by operator and any tire

changes. In most locations gasoline storage is provided and servicing is handled by our own garage men. Greasing is on a 500 mile basis and crank case oil is changed every 1000 miles. The daily inspection, greasing and oil changes are handled by night forces where available. Tire inspection is made daily for flats and casing condition, and inspection for inflation made every two to three days.

The general overhauling it is expected will be made on a basis of 50,000 to 60,000 miles, and this work will be handled at the general shops, and consists of a complete tear-down and reassembly of the vehicles, and the renewal of all worn parts, and upon showing of excessive cylinder wear, the block is ground and oversize pistons and rings fitted.

Records Extensive

While the figure of most interest to the management is the total operating cost per coach mile, much statistical data is required to properly check the operating condition of each individual coach. In this respect the gasoline and oil consumption is very important. This record is kept for each coach and is a fair indication of the condition of the motor, although it can be greatly affected by the way in which the motor is handled. In addition to this record, monthly tests are made on several of each class of equipment to determine the dilution of the crank case oil. A monthly record is kept of all work done on each coach, and from these monthly reports any special reports can be had on brake lining and bearing renewals. Special records must be kept on battery performance.

Tire mileage is another important record—an accurate performance of each individual tire showing total miles run and position on the coach, front or rear wheel. This is kept on a double card system, a card for each tire and one for each coach. The tire card shows dates and speedometer readings at application and removal and cause of removal. The coach card shows the numbers of all tires on coach, with date applied and speedometer reading. This record is checked at each 2,000 mile inspection to prevent any errors in the tire mileage records.

Improvement Sought

While in general the coaches are being maintained as originally received, improvements of many kinds are being tried out from time to time. Two sets of air brakes are now in operation on standard White chassis. A number of the Moreland coaches have been equipped with air strainers to overcome excessive cylinder wear from road dust. Another has a trial installation of an oil rectifier. This de-

Statistics on Company's Motor Coach Service

AS TOLD in the accompanying story, during the past year the Pacific Electric Railway has increased its operation of motor coaches until it now operates more such vehicles than any other electric railway in the United States. A total of 156 motor coaches are employed by the Company, which includes those in the service of the Los Angeles Motor Bus Company, of which the Los Angeles Railway is joint owner with our Company.

Here are some facts which portray the extensiveness of our motor coach operations:

Motor coaches operated represent an investment of more than \$1,000,000.

Service is rendered to twenty-five cities and about 195 employees are engaged exclusively in this branch of our operations.

A total of 740,000 passengers are handled monthly and the combined monthly coach mileage is about 340,000, not including Los Angeles Motorbus Company.

The story herewith by Mr. Geibel deals exclusively with Pacific Electric's operation of motor coaches; a review of the Los Angeles Motorbus Company's operations will appear at a later date.

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vice is intended to extract the gasoline from the lubricating oil or to keep down crank case dilution to a minimum and increase the oil mileage.

In all of our motor coach operations, as in car operations, the Pacific Electric organization is co-operating with the equipment manufacturers to improve performance, with a view of reducing maintenance costs and bettering the service rendered the public.

In summing up the matter of motor coach operation and maintenance it should be borne in mind that as yet such operation is in the experimental stage and that both the manufacturers and operators are striving very hard to improve the motor coach for local auxiliary service in connection with rail lines. Up to the present operative costs have been very high and every economy possible has been applied to reduce the operative cost without impairing the service.

Comparative statistics are not yet available to show progress with any degree of accuracy, but with records that have been kept since the installation of the service the time is not far distant when a working basis will be available and interesting comparisons made.

**PACIFIC ELECTRIC RAILWAY COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—OCTOBER, 1924**

Passenger Revenue	\$ 1,053,674.71
Freight & Switching Revenue	521,555.63
Other Revenues	63,315.68
Total Railway Operating Income	\$ 1,638,546.02
Total Railway Operating Expenses:	
Wages	\$792,771.55
Other Charges	412,327.19
Transportation for Investment—Credit	13,141.72
	1,191,957.02
Revenue Less Operating Expenses	\$ 446,589.00
Depreciation	\$ 43,005.27
Taxes Assignable to Railway Operations	97,565.69
	140,570.96
Revenue Less Operating Expenses Depreciation and Taxes	306,018.04
Non-Operating Income	40,708.87
Net Revenue	\$ 346,726.91
Interest on Bonds and Other Debt	\$348,608.19
Rent and Miscellaneous Income Deductions	99,255.29
Total Deductions	\$ 447,863.48
Net Loss for month	\$ 101,136.57
Net Loss for Ten months	\$ 213,262.51
Total outstanding Deficit as of Oct. 31, 1924	\$13,680,564.45
Los Angeles, Calif., Nov. 24, 1924.	

L. A. LOVELL, Auditor.



Upper left is view of Company's garage at Pasadena where some fifty motor coaches engaged in Pasadena are housed and cared for. Other scenes show coaches on the job in San Bernardino, Santa Ana, Glendale and Pasadena; in all twenty-five Southern California cities are served by Pacific Electric's rapidly growing motor coach service.

TUNNEL MAIN SECTION 'CRACKS THROUGH' SOON



At one of the three faces of our great traffic bore. The work of excavating is advanced by sections, tunnel being divided into five sections, or drifts, and earth from each is removed in progressive order, the core being the last portion removed. At the time of taking this picture removal of supporting arch timbering and core was in progress.

DAYLIGHT through the west section of our great traffic bore is now only a matter of a few days!

Between the 10th and 15th of this month both our engineering department officials and the contractor's Consulting Engineer Fontaine predict that the forces working east from the west portal and the crew progressing westward from the Figueroa Street open cut will have succeeded in cracking through the intervening earth partition.

In so doing a record of progress unequalled in tunnel construction on the Pacific Coast will have been established.

In order that our readers may not misconstrue the meaning of this "cracking through" let us here state that this meeting of working forces does not mean that all the intervening earth has been removed in this western section and concrete placed. In the boring of the tunnel it is divided into five sections, or drifts, around a central core. These drifts are removed one at a time in progressive

order, the core remaining until the last. The meeting of working forces about to occur is the meeting of the most advanced sections. It is estimated that boring and placement of concrete in the western section (west of Figueroa Street) will be completed about February 15th.

Tabulation of the progress made during the month of November shows that during that 30-day period a total of approximately 780 feet of earth was removed and concrete placed. This exceeds progress made during October by some forty feet and represents the greatest progress made during any month since the tunnel was started on May 3rd last.

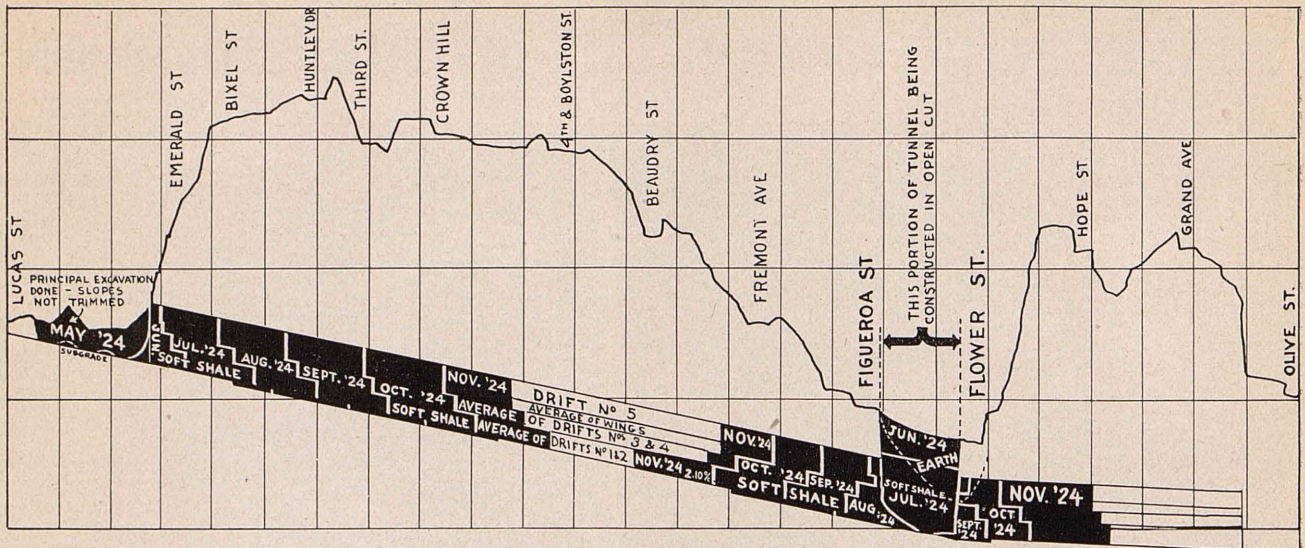
As was the case last month progress is being made from three points and three shifts per day are being worked seven days each week. Six hundred and fifty men are employed. The greatest progress during the month was made by crews working east from the Flower-Figueroa Street open cut, a total of 340 feet of earth being removed in the direction toward the eastern terminus. Crews work-

ing east from 1st and Glendale succeeded in removing 280 feet of excavation, while the third crew working west from Figueroa Street progressed to the extent of 160 feet. The placing of concrete was maintained at about the same rate of progress at each of the three locations.

Consulting Engineer Fontaine reports that soil and excavation conditions encountered have been very favorable and except for water, little opposition has been confronted. Timbering at such locations has forestalled delay whenever water has been met and unless unforeseen difficulties arise progress will continue at the rapid pace maintained to date.

On the basis of 4,250 feet of actual tunneling, on December 1st the excavation and placement of concrete was 71 per cent complete, a total of 3,040 feet of bore having been completed on that date. Taking into consideration the open cut sections on either end the combined length of the tunnel is approximately 5,000 feet.

The progress made to date on this tunnel has attracted engineers from



The accompanying profile gives a clear idea of the good progress the contractors are making on the Hollywood-Genldale-San Fernando Valley tunnel. The dark sections show the progress made during each month to date, while the white indicates tunneling yet to be bored. The meeting of working forces about to occur will be at a location almost directly under Fourth and Boylston Sts. While the boring of the tube constitutes a very large part of the work, before this great project can be put into service there remains a considerable amount of auxiliary equipment and facilities to be installed and constructed, among which is the terminal, electric substation, trackage, overhead, protective devices, etc.

far and wide and the technical efficiencies employed have elicited comment and praise from all who have visited and watched the march of progress daily being made. Consulting Engineer Fontaine is rightfully receiving a liberal share of the complimentary sentiments expressed.

As the crew in advance drifts working toward the Hill Street terminal is now only some 600 feet distant from Olive Street, it is interesting to know that at no time will the work of the contractor seriously interfere with the operation of the cars and trains leaving this terminal. All excavated material will continue to be hauled in dump cars to the open cut section at Figueroa Street, elevated to hopper and dumped into awaiting trucks.

ELECTROLYSIS

The corrosion of metal in the earth or in structures, due to the action of stray leakage currents from conductors carrying electric energy, is caused by electrolysis. Electrolytic corrosion of underground structures occurs, in general, wherever current flows from the metallic structure into the earth.

Many methods have been proposed or tried for reducing or eliminating damage to pipe systems and other sub-surface metallic structures due to stray earth current from street railways. Some of these have been used widely with more or less benefit in many instances, and with apparent failure in others.

There are various means by which electrolysis may be mitigated, which are applicable to the negative return of a railway system; these include the use of an alternating-current system; use of double-trolley systems; use of negative trolley; periodic reversal of trolley polarity; methods of construction and maintenance of way; grounding of tracks and negative bus and un-insulated negative feeders.

EXPERTS FIND TROLLEY CAR SUPREME IN EUROPE

A committee of transportation experts, representing both bus and electric railway interests of the United States, returned recently from an extended study of European conditions with the declaration that there is small chance of buses supplanting electric railways abroad.

Every indication in France, Scotland and England and especially London, where more buses are used than in any other city in the world, is that electric railways will continue to handle mass transportation and buses will perform supplemental service. Buses do admirably as electric line feeders, for sight-seeing and other traffic which does not have to make haste, but they cannot handle crowds quickly, the committee reports.

"The consensus of opinion of the European tramway managers is that the bus has not the capacity to replace the tramway in providing the main transportation service in any sizeable city," the Committee declared.

The committee consisted of Harry L. Brown, New York, editor of Bus Transportation and The Electric Railway Journal; Harley A. Johnson, Chicago, assistant to the general manager, Chicago Rapid Transit Company, which operates a large number of buses, the Chicago Elevated and other electric lines, and James W. Welsh, New York, executive secretary of the American Electric Railway Association, included in the membership of which are 150 companies operating buses.

Downtown London swarms with buses, the committee reports, and they have been able to give a limited service, without fixed schedules, profitably at approximately the same rate as the surface and subway electric lines. Zone fares are in force making the cost of rides in the city limits range from two to 24 cents, United

States money on either buses or electric lines.

Much of the financial success of London buses has been due to the fact that, as in the United States, they have been given decided advantages in taxes and operating conditions over the electric railways. Anyone may run a bus in London any place, at any time and at any fare, if his bus meets police regulations as to construction. Surface electric lines, however, are under direct control of the Ministry of Transport carry heavy tax burdens and, during certain hours must carry workmen at half fare. At present they are being taxed for multitudinous street widening projects, inaugurated by the government to aid the unemployment situation, while buses bear no part of this burden.

Buses make no pretense to render "owl" service, or service of any kind during unprofitable hours. They start running around 9 a. m. and quit any time in the evening that business gets light. If business is poor on one street, they simply run over on another. Surface cars are excluded from the heart of London, an area of approximately 12 square miles giving buses a surface monopoly.

"Buses cannot be operated successfully at less than practically double the fare of trolleys," Henry Mattinson, general manager of the Manchester Corporation Tramways, said. "Furthermore, nearly three buses had to be operated in the place of every tram. Independent buses cannot compete with tramways at equal rates of fare, and eventually, as territory develops, tramways will succeed buses."

All surface transportation, including street cars and buses are under one management in Paris. Hence, there is not the jumble of traffic that there is in London where there are many managements. The committee was much impressed with the efficiency of transportation under the sole manage-

GRADE CROSSING ACCIDENTS SHOW LARGE DECREASE

A most convincing article for those who condemn railroads for the great increase in grade crossing accidents, without pausing to think of the enormous increase in automobiles, is quoted below from the Oakland Tribune of a recent date. The statistical data, when closely analyzed, shows an appreciable decrease in grade crossing accidents and will inspire the "man at the throttle" to continue the extreme precaution that he has taken in the past.

"Railroad and utilities commissioners from all parts of the country met recently in Chicago to consider once more the problem of railroad-highway crossing accidents. Speakers, as might be expected, revealed some startling and even terrifying figures, and yet it is encouraging to discover that progress is being made in the lessening of these casualties.

"There has been an increase of 8.3 per cent in population in the year ending with December 31, 1923, and a decrease of 1.2 per cent in miles of railroad owned. The number of grade crossings has increased by 6.7 per cent and the number of automobiles by 203.9 per cent. The report shows an increase in total fatalities at grade crossings from 1969 in 1917 to 2268, or 15.2 per cent. The total injuries jumped from 4764 to 61,314, or 32.5 per cent. The total automobile fatalities in the United States increased from 9184 in 1917 to 14,000 in 1922, an increase of 52.4 per cent.

Store Department School An Aid to Ambitious

IN ORDER that all Stores Department employees may benefit, if they so desire, by the knowledge and experience of the older members of the Stores Organization, a course of study has recently been arranged on Railway Purchases and Stores.

This class is the outgrowth of educational work being done by the Company through E. W. Hill, Educational Advisor and scholars are especially fortunate in having as their mentor C. C. Fennimore, Storekeeper. Mr. Fennimore graciously consented to give of his time to conduct these classes, which are held three times weekly, and his fund of practical and technical knowledge is dispensed freely and at the disposal of the students. The attendance of these classes bespeaks of their appreciation.

Class work is given by means of talks or lectures interspersed and followed by discussions during the class, bringing out valuable information from other members of the organization.

Following are some of the subjects to be taken up:

Origin and purpose of Stores Department.

Stock sheet as means of Store control and basis of good storekeeping.

Receipt and inspection of material and use for which it is intended.

Unit system of storage.

Care and conservation of materials.

Material reclamation.

Fire hazard and fire prevention.
Handling of requisitions.

Disposition of material rejected for cause.

Classification of material—sectional arrangement and store symbol numbering.

Material and supplies accounting.
Inventory.

Surplus and obsolete material.
Assignment stocks.

Preparation of purchase requisitions.
Handling of purchase invoices and other office routine.

Practical lessons in purchasing.

Oral, as well as written, examinations are conducted after the talks have been given. Credits made, together with written examination papers, become a part of the employee's personal record papers and such papers are to be given consideration in advancing employees to better positions as vacancies occur in Stores Organization.

Mutually Helpful

It is believed that the course of study will result mutually to the advantage of the employee and the Company; first, by fitting the employee to become capable of handling a better position by his having the benefit of the knowledge of the older members of the organization, gained through the experience, rather than to have to obtain all his knowledge from his own experience. The knowledge so gained on the Pacific Electric is not only valuable to the employee while he is with this Company, but wherever he may be employed in stores department



Class of employees who meet three times weekly to further their knowledge in that important branch of railway work, storekeeping. Some three hundred employees have taken advantage of the Company's aid in placing them in schools and arranging special classes and studies in subjects allied to railway work. Storekeeper Fennimore, who personally conducts classes in storekeeping, is seen in the foreground.

work with other railroads and manufacturing industries as well.

If the employee can be given theoretical knowledge of Stores Department affairs through class work without having to gain it through practical experience, the Company will profit, as practical experience is a costly teacher, or rather in this case, costly to the teacher.

In the first lesson the Stores Department employees are taught that the purpose of the Stores Department is supply the Company's maximum material requirements when and where required with the minimum investment, and that material is money. This thought is kept constantly before the employee as the course progresses. Modern storekeeping is a science, and railway and industrial managements are coming to acknowledge this fact more and more, as the second largest single item of expense on a railway is the material item, being second only to that of labor, and there is no department of the railroad that can earn, by saving, or lose money faster for the Company than the Stores Department. Some idea of the enormous cost of the material item may be had when it is known that the interest at six per cent on the average value of material on hand by this Company for the last twelve months (\$2,494,143.59) amounted to \$149,648.62.

Its System

When requisitions are presented to the store for wheels, springs, journal boxes, lumber, air brake materials, motor parts, wire, paint and the other thousands of items necessary to repair and place back into service one of our 1200 class passenger cars costing approximately \$45,000.00, the materials to fill these requisitions are not on hand by accident, but as the result of a well conceived and executed plan. Accurate record is kept on each individual item of material, as to what it is used for, quantity on hand is counted each month, the amount used each month is noted, and from this information and knowledge gained through personal contact between store employee and the employee using the material additional quantities are ordered each month as necessary. It is true that materials are not always on hand to fill all requisitions presented. The number of such requisitions, however, is small when the total of more than thirty thousand items in store stock is considered. Neither is it always the fault of the Store when material is not on hand, as there are many things in connection with obtaining materials beyond control of Stores Department.

Classes of one hour duration are held twice each week at Torrance from four to five o'clock for the benefit of employees at the general store, and once each week at Los Angeles, two hours duration, for the benefit of employees of stores other than Torrance.

Although it is optional with employees whether or not they attend, surprising interest has been manifested in the course and classes are well attended, there being an average attendance of about fifty at Torrance and fifteen at Los Angeles.



SHORTCUTS ON THE JOB



A CONSIDERABLE amount of time can be saved and tedious labor eliminated in performing mathematical calculations by making use of the reciprocal, especially in connection with computations involving long division, L. H. Appel, Assistant Superintendent of Power, points out and explains in the following communication.

The reciprocal of a number is 1 divided by that number. Thus the reciprocal of 5 is the quotient obtained by dividing 1 by 5 which gives the decimal equivalent 0.2. Similarly the reciprocal of 365 is .00274.

Multiplying a number by the reciprocal of the number by which it is to be divided is equivalent to dividing it by that number; thus 10 multiplied by .2 (the reciprocal of 5) is equivalent to 10 divided by 5, or 2.

Reversing the procedure, dividing a factor by the reciprocal of a number is equivalent to multiplying by that number.

Reciprocals can be used to advantage in percentage and pro-rating problems and are especially valuable in determining average costs where several or more factors must be divided by the same item or divisor. By determining the reciprocal of the divisor, the problem then becomes one of multiplication, a process decidedly quicker and subject to less error than division.

Another particularly valuable use of the reciprocal is in deriving conversion factors, as for example, converting cubic inches to cubic feet; feet to miles; days to fractional part of a year; feet per minute to miles per hour.

Tables of reciprocals from 1—10,000 are available, but ordinarily the factors involved, contain a larger number than five digits and thus are not of any material advantage.

A convenient method is to compile a table of the common reciprocals pertinent to one's work and have them readily available.

Following are a few commonly used reciprocals:

For converting	Multiply by
Feet to miles.....	.0001894
Cubic inches to cubic feet...	.0005787
Days to years.....	.00274
Sq. inches to sq. feet.....	.006944

Further, if a conversion factor has been determined, as for example, the factor 1.467 for converting miles per hour to feet per second, the reciprocal of the factor (in this case—.6818) will furnish the conversion factor for reversing the process—converting feet per second to miles per hour.

The above is but a very brief resume of the use of the reciprocal and no attempt has been made to cover its many uses. However, the subject is worth further study in order that a valuable assistant may be utilized.



All of us, around headquarters, know of the many forms of transportation and systems of operation our Vice President and General Manager has inspected during the past year or so. But not many of us know that he delves into the operation of the most primitive, as well as the most modern types.

Mr. Pontius is here shown as an "engineer" of a Mexican line, visited during his recent attendance at the American Traveling Passenger Agent's Association convention at Mexico City.

Glendora, "The Pride of the Foothills"

Near, Yet Far Enough from City's Turmoil is Glendora, A City of Homes, Climate and a Three Million Dollar Orange Industry

By JOHN JARMUTH, Secretary,
Glendora Chamber of Commerce

THE remarkable growth of Southern California as a whole during the past few years is well attested at Glendora, long known as "The Pride of the Foothills," situated some twenty miles from the city of Los Angeles.

That general development of California's seven southern counties, traveling in all four directions from the metropolis itself, has extended eastward into Glendora to such a degree that the city is fast becoming known throughout not only California, but the nation as well, as a "miniature Garden of Eden."

It is not a difficult thing to catch the spirit of Glendora. Nothing elusive need be searched out, no intangible attribute is there to be sensed and appreciated by the few. Rather, the decided opposite exists.

Sheltered by Mother Mounta'ns

Nestled at the base of the famed Sierra Madre foothills, this city of nearly 5,000 souls, is 900 feet above sea level. Its homes look out upon four thousand green acres of citrus land in cultivation. Mountains to the north and south protect it from winds which might bring discomfiture; while, from the west, come gentle ocean breezes. On clear days one may stand upon the hill-tops and obtain an unobstructed view of the sea.

"A college town without a college" has been the apt description of Glendora recently by a noted educator. Its atmosphere is purely cultural, the great majority of citrus growers living within the Glendora district being college men. Its public school system has been admittedly one of the best in California for some years; more facilities existing for education, per capita, than in any district throughout California; and, since it is California which leads the world in its schools, one might easily claim for this city of homes, leadership of the world in that particular field.

Its attractiveness as a home center, not alone for the man of wealth, but as well for those of moderate means, is attested by the fact that during the past few months, three Pacific Electric trainmen have requested transfers to the Glendora Division so they might make their homes in this city.

Shoulder to Shoulder Progress

The loyalty of its citizens to their community; the civic consciousness of each and every inhabitant; may better be understood when it is pointed out that at a recent meeting of the Glendora Chamber of Commerce, business men took less than thirty minutes to pledge \$5,000 to the support of their chamber.

Students of finance and investment,

Education is Ideal of Glendora

EACH city of the Southland has its own particular ambition and ideal as to what it hopes to become some day in the future, just as every individual erects as an incentive to his personal progress some high mark to be achieved by untiring personal effort.

"Glendora, the charming," is not only caring for its needs of the present through agriculture, pomoculture and industry, but has set up for itself a goal for the future, its name being "Education." Its future hope is that it may be known as one of the greatest centers of culture in Southern California.

surveying the district surrounding Glendora, declare that only the dawn has appeared in real estate activity there. During November, the county of Los Angeles, will make a preliminary survey of a road which will reach the famous \$25,000,000 San Gabriel dam, the survey beginning at the famous Foothill Boulevard. That highway will be the second into this great project, affording a double inlet and outlet whose value is apparent not only during construction of the dam itself, but later when a huge lake is formed by its reservoir. This new road is to be but eight miles in length from the heart of the city to the foot of the great dam.

Interesting Historically

Forty years ago, Glendora was but a part of the famous San Gabriel waste. Sage-brush met the eye as far as it might travel. There was a natural beauty in its hills, an asset in its equable climate the year 'round. Beyond that it would have taken a vivid imagination to credit the district with possessing any allurements.

Then, with the coming of settlers, the town of Alosta appeared. It remained for G. S. Whitcomb, however, who mapped out the city of Glendora itself, to visualize a community of beautiful homes. In laying out the city of Glendora, he planted in each and every street, a lane of pepper trees. Today these trees, grown to maturity, are considered one of California's greatest beauties. They shade every thoroughfare, large and small.

Acre by acre citrus development was undertaken and then, in 1907, the Pacific Electric opened up the northern portion of the San Gabriel valley.

With the coming of fast transportation, the facilities for shipping commodities over both the electric line and a steam road, the proper advancement of Glendora got under way. In 1911 the city of Glendora was incorporated, taking in the old towns of Glendora and Alosta.

Financially Sound

Nearly \$3,000,000 is annually paid by the numerous packing houses of Glendora to the citrus growers of the district. While that, of course, is the chief business of the community, it is by no means the sole industry. At this time special efforts are being made to locate light industrial plants to the south of Glendora, balancing the seasonal revenues of farming with payrolls of other industries.

Industry, however, is not the most important goal of those who have the city's future at heart. During the past three months, a survey was conducted to determine the possibility of establishing private schools at Glendora.

Climatically, scenically and in all other phases, it was found to be an ideal site for such development. The data gained in such a survey was submitted to a list of nationally prominent educators and heads of large schools. The result today is the assured establishment of one large military academy and the possible construction of other schools, co-educational and otherwise.

Water is Abundant

Glendora was quick to acquire the ownership of an adequate water supply for both domestic and agricultural purposes; and today its ranchers and home-owners pay less for that essential than many districts whose facilities and natural supplies are greater.

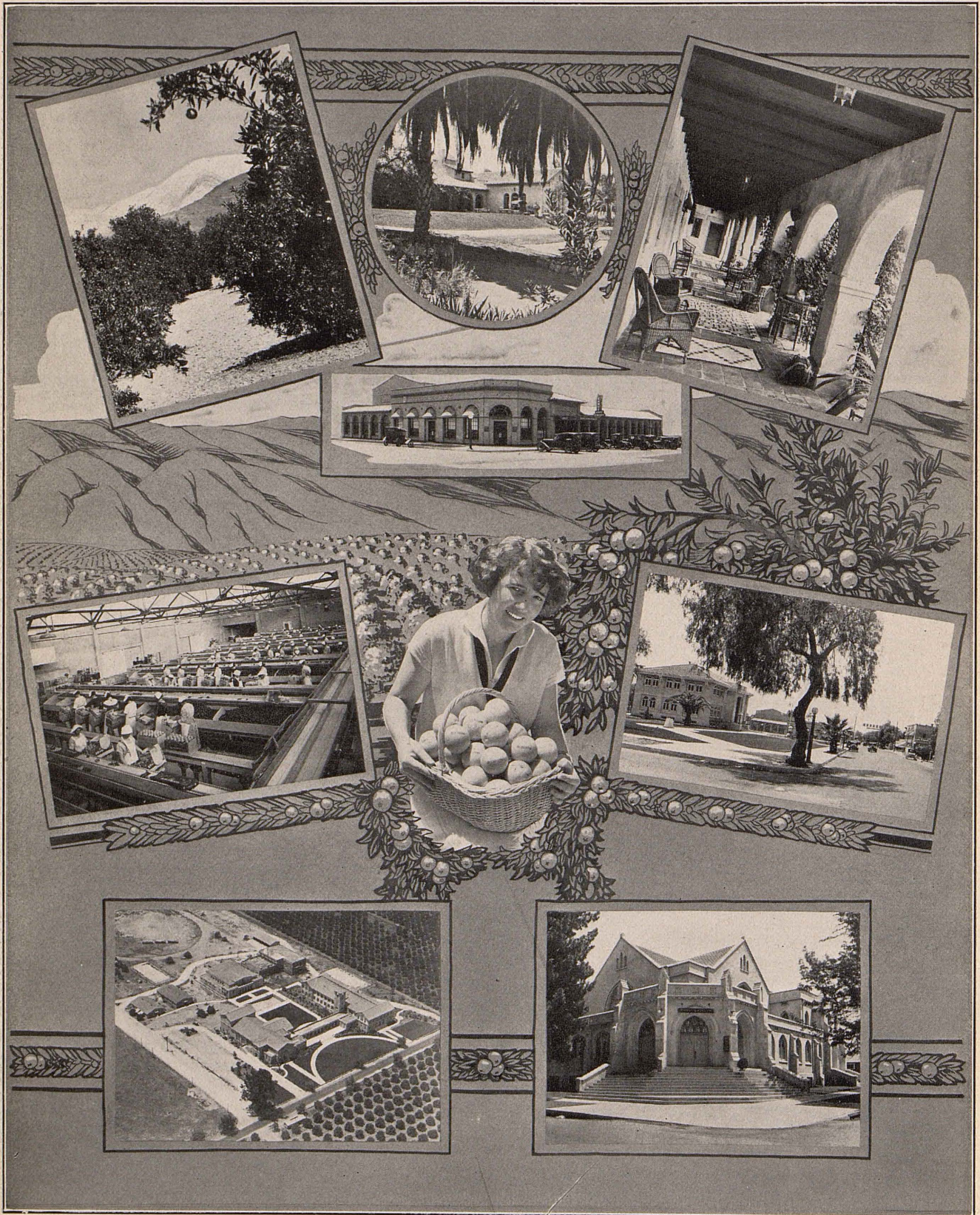
It is here also that Los Angeles county is to construct the \$1,000,000 Big Dalton dam, voted for under the flood control and water conservation measure May sixth last. Bids will be called for the latter part of this month.

If Southern California brings the Colorado river through its proposed aqueduct system into the city of Los Angeles, that supply of water also will travel through Glendora.

Glendora is in high favor as a winter resort. Many people, preferring the advantages of a semi-rural community to the din and turmoil of a city, make this city their winter home. Numerous canyons in the foothills provide an opportunity for the sportsman, who likes fishing and hiking.

It is a community of homes and orchards, where nature has done everything possible to make for the happiness and contentment of its inhabitants. Nowhere in all California,

Mid Golden Orange Groves Nestles Glendora



From a climatic, scenic and agriculture standpoint, Glendora offers to the resident everything to be desired in the establishment of his home convenient to "big business," yet removed from its strenuous atmosphere.

perhaps, may one discover a more ideal setting for the building of real homes. Its conservative growth is a development founded upon a solid foundation and its progress will go on and on, steadily and certainly, just as its expansion of the past has been measured.

EMPLOYEES GIVE LIBERALLY TO COMMUNITY CHEST

Beginning November 10th and closing December 1st, the Company took an active part in the Community Chest Campaign and the response from employees was spontaneous and liberal.

Notwithstanding the fact that a large number of our employees reside outside of Los Angeles, approximately 1200 contributed to the Community Chest Fund of the city of Los Angeles, subscribed \$3,010.00 and paid in to the amount of \$2,398.00 in cash. Subscriptions averaged \$2.50 per person.

When the matter of organizing the Pacific Electric establishment as a part of the Community Chest Drive was brought to the attention of Vice-President and General Manager Pontius, he designated as managers of the campaign for the company, E. C. Thomas, General Agent, Executive Department, and N. B. Vickrey, Manager, P. E. Club. At the request of Mr. Pontius a letter was addressed to the various department heads requesting the appearance of a delegate or delegates from each department to attend the meeting held at the Club November 1st.

At the Club, attended by the entire committee, plans were outlined for the distribution of pledge cards and literature, matter of delegates empowered to call to their assistance any other members of that department necessary to quickly complete a canvas of all the employees of the department.

The response of the employees to the committee was indeed gratifying and while rebute was met in some cases, little indeed was the objection made to the plan.

The honor of leader and first 100 per cent department goes to that of Miss C. B. Templeton, Auditor, Conductors' Accounts, but during the campaign 100 per cent certificates were issued to many other departments.

Judge: "Prisoner, the jury finds you guilty."

Prisoner: "That's all right, Judge. I know you're too intelligent to be influenced by what they say."—Tiger.

Sweet Young Thing—"Doctor, I think I ought to be vaccinated; but I hate to think of the ugly scar showing. Where would you suggest as the best place in my case?"

Doctor—"With the present styles, you had better place the vaccine in a capsule and swallow it."—Stanolind Record.

Labor Savers Bless Laborers

Authority Shows That All of us Profit Though Time Saving Methods and Machinery

HOW the introduction of labor saving devices in various fields of industrial activity have not worked to the detriment of wage-earners, but on the contrary, have proven a blessing, not only to workers but to the country at large, was a subject ably discussed by George E. Roberts, Vice President of the National City Bank, in a recent issue of Nation's Business. We quote the following excerpts from this interesting article:

"The benefits to the masses that accompany the introduction of labor-saving machinery are nowhere more abundant than in the field of agriculture. According to the census, about 90 per cent of the population of the United States was engaged in agriculture in 1800. There were comparatively few manufactured goods. The people worked long hours in the fields or at the household industries. Their wants were simple because only simple wants could be satisfied.

Farm Production Tripled

Today, a population of over twenty times that number is supported by only about one-third of the people working in agriculture. This means that every man who works on a farm today can produce enough food for about three times the population he could feed in 1800. This does not include the large quantity of foodstuffs which we export.

Due to the introduction of improved methods and labor-saving machinery on the farm, more than one-half the people who formerly would have had to grow food are released for other purposes, and the amount of goods and services available for society's benefit are thus multiplied by their efforts.

We saw in the preceding chapter that the introduction of machinery in wheat production had reduced the labor cost from 133 minutes per bushel in 1830 to 10 minutes in 1904. In the interior of northern China the rudimentary hand methods of growing grain are still used, and travelers from that country say that the same methods, if they prevailed in this country, would make wheat cost from \$4 to \$5 per bushel. Bread is one of the main items in the diet of wage-earners and of the masses. These figures of its probable cost under earlier methods reflect the benefits that follow the introduction of improvements in machinery.

The effect of advancement in machine processes in every industry is to multiply the power of the individual worker. Take the use of the farm tractor as an illustration. One man, instead of driving three or four horses, can now turn on the power of twenty, forty, or sixty horses. These latter "horses" can work twenty-four hours per day, and at a faster rate than any animal can work. The result is that

the acreage of level plain which a man and his family can plant by aid of a tractor may be several times that possible through reliance on horses alone.

More Horsepower, More Buying

The census of 1870 was the first in the United States to record the amount of power used in manufacturing establishments. At that time there was one horsepower employed for every nineteen persons in the population. By 1914, however, there was one horsepower employed by every five persons—and the number has risen since that time. The result of this increase in power used per inhabitant has resulted in a great increase in the total amount of goods produced. People have been able to buy these goods because they are themselves producing more, and thus have more with which to make exchanges on the market. The general standard of living has accordingly risen.

One of the fields in which machinery long has been resisted is coal mining. In England the opposition to coal-cutting machinery, for example, has been much more effective than in the United States, where the improved methods are more generally used. As a result the production of miners in the two countries shows a marked difference over a term of years. The annual output of bituminous coal per mine using coal-cutting machinery in the United States, for example, has been 550 tons; in England, without the use of such machinery, the average output per miner has been only 270 tons.

Think how this increased output of coal has benefited everyone, including the miners, for the miners themselves must buy coal. They must also buy products that are made by power furnished from coal. The increase in coal production has benefited both the miners and wage-earners in general, for all wage-earners are coal consumers. The improvements in coal-producing methods have tended to make coal cheaper and more available for use. They have also helped to reduce the costs of manufactured products. Thus the entire consuming public has been enabled to buy manufactured goods more cheaply and in greater abundance.

The introduction of machinery is not harmful to the welfare of wage-earners, as many seek to argue, nor does it tend to decrease their employment. As a matter of fact it makes for more employment.

The Fake

Willie Hardcase: Maw, that dentist you sent me to that was advertised as painless, wasn't.

Mother: He wasn't?

Willie: No, I bit his finger and he yelled just like any other dentist.—American Legion.

Pacific Electric Magazine

Published Monthly by the Bureau of News (Executive Department) in the interest of Employees of the Pacific Electric Railway.

E. C. THOMAS...Gen'l. Agt. Executive Dept.
PAUL T. PORTER.....Editor

Vol. 9; No. 7 Dec. 10, 1924

Contributors to This Issue:

F. E. Geibel.....Mechanical Dept.
Chas. K. Bowen.....Engineering Dept.
John Jarmuth.....Glendora
L. H. Appel.....Electrical Dept.
E. C. Brown.....Western Div.
George Perry.....Accounting Dept.
W. M. Brooks.....Mechanical Dept.
F. J. Oriva.....Southern Div.

Contributions of Items of Interest by all employees solicited. Address all communication to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

STANDING in the lobby of our big station at Sixth and Main Streets recently was an elderly man and his wife—strangers amid strange, bustling scenes and among strangers. Confusion and dismay were pictured upon their features; dimmed eyes scanned the surroundings for signs of guidance.

Entering the lobby at this time, one of our ranking executive officials observed the apparent predicament of the aged couple and inquired if there was anything he could do to assist them. He was told that they wanted to go to Pasadena.

Without further ado the executive picked up the luggage of the couple, walked with them through the passage to the landing place where they would secure their desired train. He placed their luggage conveniently for them, bowed and was on the point of leaving when the elderly gentleman offered a gratuity in the form of a bright ten cent piece, which was smilingly declined with thanks.

Here was an example of courtesy well worth emulation by all of us. A courtesy bestowed by the very busiest of men in our organization. Time taken by a man whose every minute of long, tedious days is filled with the most vital action in the operation of this vast property.

The executive in question will probably not relish our narrating the event, but we feel that the example is too vital to all of us to go unheralded. The incident was witnessed by one of our employees who related the details to us.

Some day we may be in the place of the elderly couple and it will then be our turn to be grateful for a kindly act, courteously done.

What would our lives be were courtesy banished?

THE country is safe! Not because a particular man of a specific party was elected as the Chief Executive of our Nation at the election in November, but rather because of

Success

It isn't the cut of the clothes
that you wear,
Nor the stuff out of which
they are made,
Though chosen with taste and
fastidious care,
And it isn't the price that you
paid;
It isn't the size of your pile in
the bank,
Nor the number of acres you
own;
It isn't the question of prestige
or rank,
Nor the sinew, or muscle and
bone;
It isn't the servants that come at
your call,
It isn't the thing you possess.
Whether many, or little—or
nothing at all—
It's service that measures suc-
cess.

—Exchange.

the fact that the emphatic voice of the people expressed itself as against tampering with the foundation of our Government can we say the country is safe.

It is the voice of the vast majority of the people protesting against radicalism; the direct disapproval of "reds," whether of the parlor pink or flaming vermilion hue, that serves as a guarantee of the safety of the Nation.

RESPONSE of employees to the Community Chest Drive last month was most liberal and we proved again that Pacific Electric employees will not be found lacking when worthy charity seeks financial assistance.

More than \$3,000. was subscribed by 1200 employees who reside in Los Angeles, making an average subscription of \$2.50 per person, a figure not exceeded, if indeed equaled by any other organization in the city.

The Community Chest plan corrects many evils and short-comings heretofore existing in the administering of funds to charity. Each contributor has the gratifying assurance that practically all he gives is spent directly for charity. Instead of an overhead expense of as high as 15 per cent, only 2 per cent is spent in handling the funds. Another good feature is the fact that "professional" charity seekers, who heretofore imposed upon the sympathy and pocketbook of numerous charities, will find it no easy matter to continue that practice. A complete record of every person aided will be bulletined to each organization, which will serve to correct this evil.

"The power of our government and of the flag will be maintained and furthered only to the degree in which the citizens of America shall take an interest in affairs which affect the people and their institutions."—Paul Shoup.

Build a Home

"If you're living in a tent,
Build a home.
If you are sick of paying rent,
Build a home.
You can pay and pay and pay
To the landlord till you're gray;
He can kick you out next day—
Build a home.

"If you hate to move around,
Build a home.
If content you've never found,
Build a home.
If you never seem to find
Just the house you have in mind,
If you want some certain kind,
Build a home.

"If you're weary of a flat,
Build a home.
One that isn't yours, at that,
Build a home.
If you're tired of coming through
For what don't belong to you,
There is just one thing to do—
Build a home.

"If you own a little lot,
Build a home.
Or go buy you one, if not,
Build a home.
Get a little bit of land
Where the world will understand
You're the only owner, and
Build a home.

"Start to plan, begin to dream,
Build a home.
Start to save, begin to scheme,
Build a home.
Lay a little money by
Daily, weekly, monthly—why,
It is easy if you try—
Build a home.

"If you want to walk erect,
Build a home.
Want your family's respect,
Build a home.
If you want the kids to grow
Healthy, hearty, happy so
What a home is they will know—
Build a home!"

—"Dallas."

A Beautiful Tribute

Mrs. Theodore Roosevelt said at a dinner in Oyster Bay:

"The more children a woman has the more unselfish she is sure to be. Let me tell you a story.

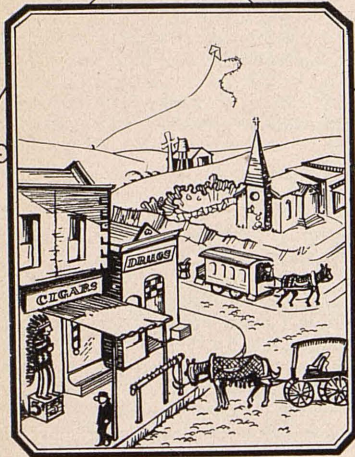
"A school teacher said to a little boy:

"James, suppose your mother made a peach pie, and there were ten of you at the table—your mother and father and eight children—how much of the pie would you get?"

"'A ninth, ma'am,' little James answered.

"'No, no, James! Pay attention,' said the teacher. 'There are ten of you—ten, remember. Don't you know your fractions?'

"'Yes, ma'am,' said little James; 'I know my fractions, but I know my mother, too. She'd say she didn't want no pie.'"



YESTERDAY in the *Light of* TODAY Sports



By CHARLES K. BOWEN

S'FUNNY where we temperamental literary souls turn for inspiration in times of stress. This is especially true since the Eighteenth Amendment dammed—or damned, as the case may be—our principal stream of inspiration at its source. Do you s'pose Poe would have ever seen a raven hop into his room and take up its permanent roost on the pallid bust of Pallas had he been quenching his not inconsiderable thirst exclusively with a Coca-Cola beverage? Not for a minute. Believe me, the raven wasn't the only bird in that room who was on a bust, and to this one fact is the world indebted for the "Raven."

Take an even later example: "Three Weeks" was written while Miss Glyn was in England, where bottled sunshine was within the reach of any one who had the price. Can you, who read that throbbing tale of unconventional love, doubt that the author had the price wherewith to supply herself with the needed inspiration?

Why, the very titles of her two later efforts, in themselves, mark the decline of the burning intensity of the lady's stories. Coming to our arid land, she turned to grape juice as a source of inspiration and "Six Days" resulted; "His Hour" must have been the result of a generous beaker of Owens River Water; and one wonders what the time will be cut to should the spirit move Miss Glyn to literary effort after a cooling swim out at Bimini.

Defined

Me, getting personal, I thought it would be dead easy to write an article on "Sports." Loving all forms of sport that flourish out doors, I didn't think I'd have to seek inspiration from any source in order to contrast the sports of yesterday with those of today. Then it came to me as a shock that I didn't really know just what the topic covered; frankly, I didn't know what was meant by "Sports," whereupon I turned to my never failing source of inspiration—to what has, to me, ever been a refuge in the time of storm; a shelter of a rock in a weary land, and from that source I learn that a sport is "an animal or plant which deviates in its organism from the normal condition

There, you have it in a nutshell, with the accent on the first syllable. Viewed in that light, many things are made clear to me concerning those who engage in various sports, that hitherto were shrouded in darkness. The next time you read how Zybisko painstakingly (and again is the emphasis placed on the first syllable) attempted to pry Mr. Strangler Lewis apart in a rassling match, and was only persuaded to desist when Mr. Lewis lovingly clasped his noodle in the hold that was responsible for his pet name of "Strangler," you will, remembering Mr. Webster's definition above, excuse their seeming rudeness on the charitable grounds that they are simply animals—or plants—which deviate in their organisms from the normal condition; and the greater the deviation the greater the sportsmanship.

Now I know why a golfer golfs, why a hiker hikes, why a Mah Jongger puns, why a croquet player croqs, and why is a footballer. These were all as a closed book to me before I discovered that they were lacking in normality, and, consequently more to be pitied than censored.

All Abnormal

And, seen from that angle, isn't it astonishing how few absolutely normal folks there are here below? If a love of sports, or even a modest indulgence in them, be evidence of a lack of normality, then most of the present survivors of Adam's line are either abnormal or subnormal, or both.

For how we do love sports—all sorts of sports. Most of us refuse to become excited over a presidential race, but we all yell our heads off over an auto race. A fight to a finish between the predatory Wall Street gang and the stalwart cohorts of Labor leaves us quite unmoved, but on the night that Dempsey trades punches with Dead Pan Louis, we'll stand 'round the bulletin boards and howl ourselves hoarse over a prize fight three thousand miles away. And it's always been so, and I suppose it will so continue. That's what I hope.

I've been exposed to every form of sport prevalent in the sub-tropic por-

tion of these United States since Battling Bill Bryan, the boy wonder from the Platte, lost the decision to the veteran Billie Mack, and I've contracted most of 'em. Usually, though, it was in a purely impersonal way, which is to say, I like my sports second hand. Baseball, for instance, I like best when George plays it, and I sit in the bleachers and tell him how the game **should** be played. So, too, with football, a brief career as tackle on the Freshman team convinced me that it was much more to be enjoyed from the side line than from the scrimmage line, and I have never had occasion to alter my opinion to this day.

And this brings me, with graceful swoops, to the point where I can, logically, begin to point out some essential differences between such sports as flourished when I was a Freshman and what passes for the same thing as dished out by the tea table Tarzans of nineteen twenty-four.

Four Elevens

Take the last game of football at the Coliseum: Lordy, what a rough game it was! Why, Morose Mike, coach for the Throwjams, hadda use thirty-three substitutes. That's layin' 'em away, "Huh." Yeah, but lookit the list of substitutions, and read between the lines, and—if you know anything about the game—you'll begin to detect a Senegambian in the woodpile; Hall for Davis, Grumbles for Cohen, Bifkins for Schwartzmeister, Davis for Hall, Cohen for Grumbles, Schwarzmeister for Bifkins, Hall for Davis, Grumbles for Cohen, etc., etc. When a coach has fifty-seven good men and true to throw into a game, each one exactly as good—or as punk—as the next one, why tire any one of the first eleven by playing him more than ten minutes of any one quarter? Yank him out as soon as his respiration rises above twenty-five and send in Cohen, and when Cohen plays five minutes of the next quarter and his breath begins to come in short pants, give him the hook and throw a refreshed Grumbles back at 'em.

Works out all Okey for Morose Mike and his flock of footballers, but when Dixon brings in his fighting Roadrunners for an afternoon's sport that buries them under a one sided

score, an impartial spectator cannot but feel that the result might have been somewhat different had the small college eleven played the large college eleven instead of four of 'em.

Rough—Say, lissen. Let me tell you about a game I remember way back in '95. I was a Freshman in the State Aggie College and we scheduled a game with a bunch of "Cotton-jammers" from a gulf port city. Let it be known that a "Cotton-jammer" is about the same as a stevedore, plus; for only a super-stevedore could stand the work of loading cotton into a vessel's hold.

Anyway, this bunch of ten-minute eggs blew in just before the game was called, eleven strong, and strong was right; also, you'll notice they had no substitutes. When a man went out, he stayed out, and the ten little Indians standing in line took up the missing white man's burden and carried on,—sumpin' scandalous!

"Reserve" Strength

The Aggies were no spindling bunch themselves, and were, of course, better trained, in football, anyway. They ran around the ends of the "Jammers" at will and the score at the end of the first half (there were no "quarters" then) was something like 36 to 0. During the brief rest between halves, however, the "Jammer" Captain took his remaining eight men—two having been retired via the stretcher route—out to a secluded spot, far from the maddening crowd, and not only put the fear of the Lord into their souls, but, as it subsequently developed, prudently equipped each of his faithful henchmen with certain small brass devices which, and when, slipped on over the hand, served as an effective protection for sensitive knuckles when the latter were brought into violent contact with an Aggie jaw. This, of course, being strictly permissible when "straight-arming" an opposing tackler.

The Aggies, being without guile, were slow to tumble to the why and how of so many black eyes, broken noses and evenly spaced bruises that began to decorate the faces of their squad with the utmost impartiality, and it was only when the Aggie Captain, in a wholly justifiable attempt to loosen an opponent's hold on the ball by gnawing his fingers off, broke two teeth on some metal substance, that the presence of the brass knucks was brought to light. The "Jammer" Captain, sensing that it would be difficult to justify the use of any protective devices not specifically allowed to be worn under printed rules, gathered his men about him and effected a dignified, if hasty, exit from the campus.

It filtered back to us, afterwards, that he regarded the Aggie bunch as wholly lacking in those little courtesies that are supposed to characterize the true Southern gentleman's conduct towards his guest; that we were entirely devoid of any sense of humor, and that, if we'd schedule a return game in his home town, he would give us a taste of real hospitality.

To our team, however, he would always remain the guy who had put the "hospital" in hospitality and so we just naturally ignored him.

I suppose it must be accepted as a fact that one becomes less bloodthirsty as one takes on added years. When I think of the "revolving wedge," the bone-crushing mass plays, the flying tackles and all the old plays that were intended to "take a man out"—and usually he was out for keeps—it does seem as though the football game today is an improvement on that played prior to nineteen hundred.

Mentor, If You Please!

Then, a paid coach was a rarity, now he draws a salary equal to, or in excess of, that paid the Prexy, himself. And never—by any chance—is he alluded to as a "coach." He's a "Mentor." Mentor, you'll recall, was the tutor of Ulysses (not Grant, the other one). Where, I ask you, where is the connection?

And why, in heaven's name, does a team always "swing into action?" And why is a tackle always a demon? "Reading from left to right is Bill Brodskins, speedy wingman, 'Tiny' Hicks, flashy quarter, and 'Locomotive' Spriggins, demon tackle." Sometimes an end may be called something besides a "speedy wingman," a quarter-back may not always be "flashy," but I'll defy any one to show me a tackle who isn't a demon.

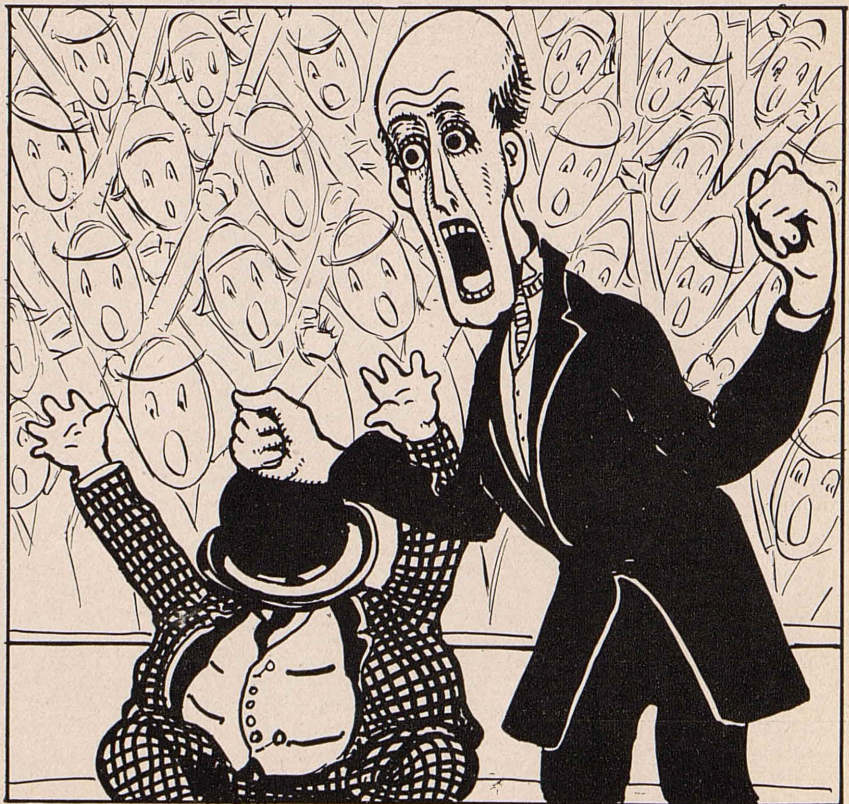
From the point of view of the spectator, baseball remains about the same as it was prior to the opening of the twentieth century. Then, it's true, there was no "foul strike" rule, the

batter being permitted to foul off as many balls as he wished. Also, I have seen the rise and fall of the spitball, also the rise and fall of the baseball "star"—worth a hundred thousand berries, two pitchers, an out-fielder, and a catcher's mitt—and I hope to see his fall before I die. I might as well confess right here to an ingrowing dislike for any and all kinds of Stars except those that twinkle in the heavens. Football Stars, Star golfers, movie Stars, and the thousand and one other kinds of stars that rise with a brilliancy that dims perceptibly with each successive appearance till finally they splutter and die; the fizzers that most of 'em are. No sir, I just naturally have no use for a "Star." Were I a "chewing" man—which God forbid—I'd even eschew "Star" tobacco.

A Miscalculated Ringer

There's another sport, national in its scope and universal in its appeal, that doesn't seem to have changed much, and that is the game of pitching horseshoes. I watched a game in progress at Long Beach, recently, and as far as I could see a "ringer" still counts more than a "leaner." In this connection I vividly recall a painful scene having to do with this pastime wherein I figured only a youthful but interested witness and Grandpa Perkins as the leading casualty. Ol' man Hightower was leading Grandpa by the comfortable margin of two ringers, and it was the last named patriarch's turn at the bat. He carefully measured the distance with his eye, swung his arm forward

(Continued on Page 18)



PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The November meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms, November 5, 1924, at 2:00 P.M. The following members were absent: L. H. Covell, H. J. Delmar, John Richards, H. J. Allen, H. Ross, W. H. Lowry, H. R. Grenke, L. D. Williams, W. F. Watkins, B. F. Manley, S. A. Bishop, and L. A. Lovell.

Club Fund

Balance, 10-1-24\$ 402.16
 Receipts 1,116.00
 Total\$1,518.16
 Disbursements 1,136.70

Balance, 10-31-24\$ 381.46

Relief Fund

Balance, 10-1-24\$ 661.29
 Receipts 501.50
 Total\$1,162.79
 Disbursements 872.50

Balance, 10-31-24\$ 290.29

Unfinished Business

Two members of the Executive Committee who were elected at the last election were present for the first time at the November meeting. When taken to task by President Thorburn for their absence the following explanations were made: Mr. Annable stated that he was on his vacation in the eastern part of the United States, but that he expected to be present at every meeting for the balance of the Club year. Mr. Legrand stated that for the August meeting he must plead the extra work incident to the end of the month, and for his absence for the September meeting, his vacation.

In regard to the resignation of W. M. Brooks from the Executive Committee, Mr. Vickrey read the following note from Mr. Brooks, which said, "he talked the matter over with Mr. Stevens and would consent to serve for the rest of this year."

By special request, Mr. E. W. Hill, the Educational Advisor, was present and in response to the Manager's suggestion gave a very interesting talk to the Committee of which the following points were especially noted: The work of the Educational Division was started last February, and by the splendid co-operation of the Heads of Departments has been able to make a very good showing. With Mr. Fenimore as instructor, two classes have been organized in the Store Department in Torrance which meets twice a week, and another class was organized which meets at the Club on Thursday evenings.

It is planned to give two classes to those interested in stenography, one for the beginners and one for the advanced. As there are no requirements

Club Movie Program

- Friday, Dec. 12:**
 Bebe Daniels in "Dangerous Money."
 Mermaid comedy, "Family Life."
- Friday, Dec. 19:**
 "In Hollywood with Potash and Perlmutter," with Geo. Sidney.
 Secrets of Life, "The Bee," and Cameo comedy, "Drenched."
- Friday, Dec. 26:**
 "Madonna of The Streets," with Nazimova and Milton Sills.
 Cameo comedy, "Here and There."
- Friday, Jan. 2, 1925:**
 "The Silent Watcher," with Glenn Hunter and Bessie Love.
 Cameo comedy, "Lunch Brigade."
- Friday, Jan. 9:**
 Main feature, "Boy of Mine," with Irene Rich and Henry Walthall.
 Tuxedo comedy, "His First Car."

to join these classes it is expected that they will prove very popular. A class for the mechanical apprenticeship employees in the shops at Torrance which will extend through a two year's course, on the completion of which a letter of credit will be given, is also being carefully planned. In the high schools in the various cities which the Pacific Electric Railway Company serves there have been formed classes for men who desire additional educational advantages. It is estimated that at least two hundred and fifty employees are taking advantage of this educational work and that it will increase rapidly as it becomes more generally known among the Pacific Electric employees.

Mr. Bertelsen, who has charge of the Metropolitan Life Insurance Company's plan with the employees of the Pacific Electric Railway Company, was present to answer the many questions which are usually asked at the Executive Meeting. Some of the following facts were explained: When an employee is on a leave of absence which extends for an indefinite period, the Insurance Company will carry the employee ninety days, at the end of which if the employee does not return to work, he is dropped until such time as he re-enters the employ of the Pacific Electric when he again becomes a member of the insurance plan. If the employee is ill, he is carried until he returns to work or states that he wishes to withdraw from the services of the Company. After the employee

has reached the age of sixty years he is no longer allowed disability compensation. It is customary for the Company to locate the heir or heirs of each employee in case of death in order to properly pay the beneficiary. Each employee is expected to make application for insurance at the time that he enters the service, and heads of departments should explain the plan to new employees.

New Business

Mr. Bennett made a request for medical service at El Segundo, which will be reported on at next meeting.

Mr. Tyler ask for accommodations for those who wish to smoke at Macy Street Car House, as at the present time there are no quarters for such purpose. Mr. Thorburn promised to take the matter up with Mr. Geibel and to report at the next meeting.

A suggestion was made that in case an employee is ill and unable to get in touch with a Company doctor, a ring should be made on Metropolitan 7400, and a request given to a dispatcher who can take care of such cases during the night hours.

Mr. Thorburn requests that each and every Committeeman and all heads of departments be constantly on the outlook for those of their employee or fellow workers who are eligible to Club membership but who have not yet become members. This is a vital question and should be given much serious consideration.

P. E. CLUB BULLETIN

From Dec. 10, 1924, to Jan. 10, 1925.

- Wednesday, Dec. 10:**
 Rod & Gun Club, Club Rooms, 8:00 p.m.
- Thursday, Dec. 11:**
 Club Dance, Auditorium, 8:30 p.m.
- Friday, Dec. 12:**
 Picture Show, Auditorium, 7:45 p.m.
- Saturday, Dec. 13:**
 Agents' Association meeting, 8:00 p.m.
- Monday, Dec. 15:**
 P. E. Band rehearsal, 8:00 p.m.
- Tuesday, Dec. 16:**
 Northern Division Safety Committee meeting, 2:00 p.m.
- Wednesday, Dec. 17:**
 Trainmen's meeting, all divisions, Club Rooms, 8:00 p.m.
- Thursday, Dec. 18:**
 Club Dance, Auditorium, 8:30 p.m.
- Friday, Dec. 19:**
 General Staff Meeting, 10:00 a.m.
 Picture Show, Auditorium, 7:45 p.m.
- Monday, Dec. 22:**
 P. E. Band rehearsal, 8:00 p.m.
- Thursday, Dec. 25:**
 Christmas Holiday, No Dance.
- Fridays, Dec. 26:**
 Picture Show, Auditorium, 7:45 p.m.
- Monday, Dec. 29:**
 P. E. Band rehearsal, 8:00 p.m.
- Thursday, Jan. 1, 1925:**
 New Year's Holiday. Do Dance.
- Friday, Jan. 2:**
 Picture Show, Auditorium, 7:45 p.m.
- Monday, Jan. 5:**
 P. E. Band rehearsal, 8:00 p.m.
- Tuesday, Jan. 6:**
 Southern Division Safety Committee meeting, 2:00 p.m.

Wednesday, Jan. 7:
Executive Committee meeting, 2:00 p.m.

Thursday, Jan. 8:
Western Division Safety Committee meeting, 2:00 p.m.
Club Dance, Auditorium, 8:30 p.m.

Friday, Jan. 9:
Picture Show, Auditorium, 7:45 p.m.

Saturday, Jan. 10:
Agents' Association meeting, 8:00 p.m.

DONATION OF BOOKS FOR P. E. CLUB LIBRARY

Another excellent addition was made to the library of the P. E. Club last month through the kindness of the family of Lee L. Graff of the Electrical Department, who turned over to the Club thirteen books, most of which are by authors of world wide repute. Our library is well stocked with books of art, science, fiction, history, etc., and offers pleasant and instructive diversion to employees who frequent the club's quarters. There is a wear and tear on books which finally calls for their retirement and employees who have about their homes books which they no longer need or care to dispose of, the same will be gratefully accepted.

The following are the books which Mr. Graff donated:
Character Samuel Smiles
The Window, Etc. Guy de Maupassant
Sketches by Boz. Charles Dickens
Mill On The Floss. George Eliot
Scenes Of Clerical Life. George Eliot
Theophrastus Such. George Eliot
Descent of Man. Charles Darwin
The Lion & The Mouse.
..... Charles Klein
Data of Ethics. Herbert Spencer
Toilers Of The Sea. Victor Hugo
Les Miserables. Victor Hugo
Phanton Rickshaw. Rudyard Kipling
The Light That Failed.
..... Rudyard Kipling

MANY NAMES GIVEN TO THE "ROOT OF ALL EVIL"

Money is money under any and all conditions, but in its transfer from one person to another it has many special names. Here are a few of the terms in common use:

Wages for workmen; salary for the office-force; emolument for the clergy; honorarium, or fee, for the medical man; dividend for the shareholder; remittance for the boy or girl at college; alms for the beggar; alimony for the divorcee; dowry for the widow; legacy for the lucky heir.

Indemnity for the litigant; royalty for the literary man; interest for the money lender; stipend for the college professor; retainer and fee for the salesman; premium for the insurance agent; "dot" for the engaged girl, and "dough" for everybody, to say nothing of "kale," "mazuma," "jack" and other appellations not yet admitted to good standing in the dictionary.—New York Times.

Drug Clerk: "What kind of a toothbrush do you want?"

Customer: "Gib me a big one, boss; dar's ten in my family."—Exchange.

PATRON COMPARES AND LAUDS SERVICE OF COMPANY

Many of our readers who have not had the opportunity of traveling extensively on interurban electric railway systems throughout the country will read with interest an unsolicited letter from one of our patrons who gives his personal idea of Pacific Electric's service as compared with some of the large eastern interurban railways.

The following letter was received by the management last month from Mr. Harry A. White, a pioneer in the motion picture industry and a man whose vocation requires considerable traveling throughout the United States, hence his observations are worthwhile and authoritative:

"As a patron of the Pacific Electric who uses all of their lines several times during the course of a year, and who has no complaint to make of either the service, rolling stock or roadbed, and reading recently in the daily papers some complaints from others, it occurred to the writer that a word from one who is satisfied with the service he receives from the P. E. might be welcome.

"During the past four or five months the writer in connection with his business activities has been in sixteen states through the south and middle-west, and has had occasion to use many other electric lines in those states.

(At this point Mr. White enumerated ten well known middle-west and eastern electric railway systems over which he traveled during the past several months.)

"I did not keep a record of the mileage that I travelled over the lines, but it would be upwards of three thousand I know, for while in the centers they served I was on them daily.

"Using the Pacific Electric as a standard to rate them by there isn't one of them that is superior in any way to the Pacific Electric from a standpoint of roadbed, cars, rates charged or frequency of service and only one that would be in any way equal to the P. E.

"One of them has such a rough

roadbed that the passengers sitting next to the aisle have to keep one foot in the aisle to keep from being thrown out of the seat, while another has such old squeakey cars, with such a weave in the bodies that if a door is opened while the cars are rounding a curve it is impossible to close them until straight track is reached, and the doors cannot be opened at all while the car is on a curve. And this line is one of the larger ones that is supposed to be giving good service.

"If I were to enumerate the conditions of the various lines and cars I would be accused of wild exaggeration, so I'll not attempt it.

"This is no doubt all known to you, but I want you to know that there is one more citizen that knows it, and while I, in common with most every one else want to ride as cheap as I can, I would rather pay six cents per mile to ride Pacific Electric cars over Pacific Electric roadbed than to ride most of the cars over the roadbed I rode over at two cents per mile.

"I suppose also that in common with others I think that if I had the running of the Pacific Electric, that I would run it better than the present Management, but after this summer's experience I hereby go on record that, as a citizen of Los Angeles, I am just a little bit proud of the way the Pacific Electric serves us, and I don't hesitate to say so when the opportunity offers.

"With best wishes for the present Management of the Pacific Electric, and hoping that the same Management continues as long as it gives us as good service as at present, and keeps making the same effort to improve it, I am, yours very truly."

FIVE DEATHS OCCUR DURING MONTH IN P. E. RANKS

The "grim reaper" again visited the Pacific Electric ranks last month and took from us five of our comrades in the service, this being the greatest number to pass away during any month of the present year.

In each case a measure of comfort was forthcoming to the families left behind through the thoughtfulness of their loved ones in providing for them against the inevitable day. A total of \$12,250 was paid to beneficiaries through the Company's Group Insurance and Mortuary Fund.

Those who died last month were: John Van Buren, Mechanical Department; carried \$2500 Group Insurance and \$1000 Mortuary.

Chas. J. Sanders, So. Division Trainman; \$2500 Group Insurance.

Jefferson E. Walker, Western Division Trainman; \$2500 Group and \$1000 Mortuary Insurance.

Chas. H. Borgeson, Mechanical Department; \$1500 Group and \$1000 Mortuary.

Henry C. Allison, Western Division Trainman, \$250 Group Insurance.

In addition to the above benefits, two Total and Permanent Disability Claims were filed by the Company and allowed by the Insurance company, one will pay \$86.25 per month and the other \$51.75.

We extend deepest sympathy to the bereaved families.

Concert Orchestra Now Being Organized

THE announcement of Club Manager Vickrey of the plan to organize a Concert Orchestra brought about a large number of applications to join the new organizations. It is the plan to hold weekly rehearsals under the tutelage of a competent leader and there is sufficient talent among the ranks of Pacific Electric employees to develop an excellent orchestra.

The organization is not yet complete in its entirety and employees desiring to join should make application to Mr. Vickrey at the Club at an early date.

TIMELY TOPICS FOR TRAINMEN

WE OF THE Transportation Department are engaged in selling the commodity of transportation to the people and our success will depend very largely on the relation which we establish with them. The basis of good relations must be

First: Courtesy, which gives evidence of the desire to serve the public—our customers—well.

Second: Clearness of understanding, to be obtained through a clear, simple and brief phrase for each situation arising between platform men and passengers on our cars, and

Third: Uniform use of these phrases throughout the system.

Motormen, as well as conductors, have a responsibility to the public in the matter of courtesy. Their dealings with passengers are simpler, but the use of the front platform for boarding and alighting occurs primarily at terminals and other congested points, and the situation which the motorman has to meet becomes correspondingly difficult.

Motormen should remember that the dealings which they have with the public on our cars almost always involve the safety of the passengers. Every time a passenger boards a car or alights from a car there is a possibility of an accident. A fall from a car step on to a paved street always threatens a serious injury, whether the actual results are serious or not.

A passenger tripping on a step when boarding a car by the front platform is very likely to produce a "blind" accident, for the motorman may not know of such an occurrence, unless the passenger actually falls or immediately reports it. This is a class of accidents particularly productive of claims, and like all other "blind" cases, they are very difficult for the company to defend.

Here are some phrases for use by motormen which should be carefully learned and immediately put into practice:

A. GIVING INSTRUCTIONS TO PERSONS IN THE STREET.

SITUATION

1. When forward end of car is crowded and persons attempt to board by front platform.
2. When car has stopped at the rear side and persons attempt to board at the far side.

WHAT TO SAY

1. **I AM SORRY there is no more room in front. PLEASE board at the rear.**
2. **Do not board, it is dangerous. cars stop on rear side only.**

B. GIVING INSTRUCTIONS TO PERSONS ALIGHTING BY FRONT PLATFORM.

1. When passenger starts to get off a moving car.
2. Whenever passengers are alighting.
3. When passenger starts to open the gate.
4. To passengers wanting to stand on front platform of interurban cars.

1. **Wait until car stops PLEASE.**
2. **Watch your step**
3. **Do not open gate PLEASE.**
4. **PLEASE step inside. Passengers are not permitted to ride on front platform.**

Trainmen's Aid Secures Special Excursions

FOR the fine spirit exhibited and good efforts which resulted in two remunerative excursions from Fullerton last month, S. W. Carpenter, Conductor of the Southern Division, was recently the recipient of the following commendatory letter from O. A. Smith, Passenger Traffic Manager:

"My attention has been called to your efforts in working up two excursions at Fullerton, one to Catalina a short time ago and one to Mt. Lowe.

"Working up these excursions requires a considerable amount of effort, and the spirit shown by you together with your efforts, which were very freely and earnestly given in the interests of the Company, are certainly commendable and are very much appreciated by this department, as well as by other officers of the Company.

"The interest and efforts of the individual members of an institution of this kind in the development of its business are always one of the prime factors in the success of that institution, and trust that opportunity will afford itself in the future to you to continue the good work."

This is not the only instance in which employees have shown such a praise-worthy interest in arranging or helping to arrange special excursions. C. E. Elliott, Motorman of the Southern Division, recently aided in securing a movement of 103 passengers from Santa Ana and return, to whom we also extend the appreciation of the management.

This article concludes the publication in the Magazine of the Standard Courtesy Phrases. The phrases will be taught by the Instruction Department so that new employees will know and use them. That it is more difficult for old employees to accustom themselves to such a code is recognized, but we have here an opportunity to prove the old principle that Practice Makes Perfect and each one of us will enjoy the direct benefit of his gain in efficiency through the immediate improvement of his relations with the people he has to meet very day on our cars.

The publication of these talks on courtesy has occasioned much interest and even the newspapers have made favorable comment on them. However the use of the phrases in the proper spirit will be more noticed and commented on than their publication. Try them and see.

ELECTRIC CARS PROVE VALUE AFTER EFFORT TO DISCARD

Akron, Ohio, citizens recently approved a new agreement with The Northern Traction and Light Company granting an increased car fare in Akron City. The company agrees to increase city service with both cars and buses as traffic warrants.

The franchise was drawn at conferences between the Akron City Council and Company representatives and submitted to a direct vote of the car riders at the regular election by initiative petitions. City officials, who by their refusal to grant the Company an increased fare last February caused Akron to be without car service for four weeks, tacitly approved the agreement by keeping silent about it. They took no position for or against, officially, but by declining to oppose the agreement made it clear that they were not against it. Only one newspaper actually opposed the franchise.

This was in marked contrast to the situation last February when car service was stopped. Then the mayor and members of the city council declared they stood on a "five cent fare or nothing." When the Company stopped service, busses were imported from all parts of the country and an attempt made to "motorize" Akron under a five cent fare. Four weeks of bus service was enough. The council made a temporary compromise agreement with the Company granting an increased fare, elimination of competitive busses and providing for examination of the company's books to determine the cost of a ride. The official report of the accounts, paid for by the City, showed the cost of each ride, without an allowance for return on investment, was more than five and a half cents. In the face of this fact and the failure of the attempted motorization of the city, a new agreement under an increased fare was inevitable.

The new franchise provides for a single cash fare of seven cents, four tickets for 25 cents and seventeen for \$1.

Women car riders played an important part in the election as they also did in the temporary settlement last February. They were among the most active workers at the polls and in the preliminary campaigning. Racial and religious differences which caused wide splits on other issues, were laid aside on the franchise by all organizations.

The Akron Company has gone as far probably as any local company in co-ordination of bus and electric railway service. It operates 140 street cars and 65 busses. Cars carried 73,500 passengers daily last year and busses 24,000. The same fare is charged on both conveyances and there is an interchangeable transfer.

Caught

"Say, Rastus, cain't yo' play honest? Ah knows what cairds Ah done dealt you."—Voo Doo.

SPORTS

(Continued from Page 14)

and upward in a mighty swing, and suddenly let out an agonized squawk and flew through the air as though shot from a gun.

Half way between home base and the further goal posts tender hands lifted Grandpa from where he'd lit, and then we discovered the cause of his unremediated flight. Firmly entangled in his flowing whiskers was the huge horseshoe. Such enthusiasm had Grandpa imparted to the initial velocity of that weighty missile that it just naturally caught him by the whiskers, yanked him off his feet and carried him half way to its destination ere its force was spent.

Meaning "All Its Own"

Grandpa, who was a deacon in the church, used up a lot of picturesque language in a vain attempt to express his inner feeling, all of which language, from time to time, I'd previously heard him use at prayer-meetings, but it was rearranged differently on this latter occasion; even so, it was wholly inadequate to convey any real idea of the injury which his dignity, not to mention his chin, had sustained because of the unlooked for contretemps.

I would like to be able to say with truth that this incident cured Grandpa Perkins of his love for this sinful pastime, but the fact is that the doughty—if shaken—old gentleman, insisted upon playing out the game, merely taking the precaution of tucking his whiskers inside his shirt bosom to avoid a repetition of his late flight through space. No, I don't know **who** won the game. Maybe **no** one ever wins a game of horse shoes. I'm sadly deficient in my first-hand knowledge of the finer points of this intricate sport.

So, too, must I confess a shocking ignorance touching upon all phases of golf. I don't know a birdie three from a wholeinone, and, were I forced to choose as between a niblick and a brassie before slicing a putt over the fairway for a two hundred yard drive, probably I'd choose neither, but elect to use a caddie instead; and I don't know that it would be such a bum choice at that.

No, sir, I don't know the first thing about the game, conceding it to be a game. When some poor misguided sufferer from this mild form of insanity, asks me what I know about golf, I treat him the same way little Mose treated the big nigger bully who'd dared him to mortal combat, I simply ignores 'im.

Anyway, I can't be expected to contrast a sport now popular with something that didn't exist when I was in college. Yes, yes, I know golf fanatics yelp about its having been an ancient game even when Bruce learned some lesson or other from watching a dumb-bell spider climb a slippery web from floor to rafter, only to skid when victory was a quarter inch from his nose, slip back, and—try it all over again. Nevertheless, golf, as a national sport, simply wasn't till after

nineteen hundred, hence I can, as I've intimated above, emulate little Mose and ignore it.

"Manly Art"

Styles in box-fighting have undergone quite some differences since Senor Corbett smacked Monsieur Sullivan down in the twenty-first round of that famous meeting way down in dear old New Orleans, back in the nineties. These differences have to do not only with the manner of conducting the actual battle itself, but with all matters connected therewith and appertaining thereto.

Time was when Spike Dugan would confer with Biff Donovan in the rear room of Mulligan's thirst emporium, and, after each had had one on the other, and one on the house—all in the courtly manner that stamped them as high-bred gents—Spike would lean back, blow a fragrant cloud of blue-green smoke from his El Ropo de Cabage straight into the eyes of Mr. Donovan, and come directly to the business in hand.

"Take 'is big bum I'm handlin', Biff, hones' to gawd, he can't put a dent inna fe'dda pillo; couldn't put y'r boy away inna hundret years. He can't step, can't duck, the oney punch he's got issa haymaker 'at starts from in back o' his heels—and he telegraphs it a week ahead, and all he uses his bean for is a place to hang his kelly. Tellya w'at: Y'tell y'r boy to nurse 'im along for two-t'ree rounds, and I'll have 'im do a flop, and you'n me'll split fifty-fifty. W'at y'r say, Huh?"

On the other hand, Mr. Biff Donovan was in no wise impressed with his colleague's gloomy harangue. "Where," asked the able arbiter of the fistic destinies of One-punch Harragan, expectorating boredly, but none the

less accurately, at the box of sawdust which served as a neat but not gaudy cuspidor, "Where do yuh get 'at stuff? W'y, d'oney reason d'call my boy 'One-punch' is 'cause 'ats all he evva hassa chance to land; D'other guy beats 'im to d'rest of 'em, and mostly he kisses d'canvas in d'second round, tho sometimes he does it in d'foist."

This line of El Torro would be handed back and forth till it was plain that neither intended to set 'em up again at his sole expense. Whereat, they'd arrive at an arrangement satisfactory to each: Messrs. Harragan and O'Reilly would enter the ring at the time appointed, hammer each other till it was time to call it a day, receive the split previously agreed upon by Spike and Biff after **their** modest percentage had been deducted—said percentage usually being a conservative ninety per cent of the fighters' share—and everybody would be happy.

Misplaced Cognomens

No such democratic simplicity attends the matching of Kayo Kelly (born Abie Isenbaum) with Dynamite Dugan (about whom I violate no confidence when I say that **his** mother, Mrs. Donizetti, when speaking of her son, alludes to him as her "beega da boy, Giuseppe.")

These two exponents of the manly art of self defense, with that canny business sense so characteristic of the Irish race, each has in his service a highly competent manager whose sole business it is to secure for himself and his principal not only the greatest possible amount of free advertising, but also, and what is by far the more important, to squeeze the last penny out of the unlucky guy who is promoting the bout.

The legal steps are very properly



"Smiling thru," might well be a fitting caption applicable to the accompanying photograph, or perhaps "The Grinners" would be equally fitting. Note that only one failed to rally to the photographer's urge and by-word, "look pleasant, please."

These boys are all employees of the Signal Division of the Engineering Department and they only recently completed the installation of additional block signals on the San Pedro line which went into service on December 5th.

The roll call, from left to right: Top row: Chas. Schunke, W. K. Woods, A. C. Shelrick, A. Tangeron and George Trampe. Lower row: R. G. Kidder, Jack Ellis, Alex. Solimos, Ben F. Price, Irving Murfett, B. P. Manear, L. H. Cash, Q. E. Stratman and Fred L. Guenette.

safeguarded by the very best attorneys to be had, Messrs. Skinner, Skinner, Skinner and Skinner appearing for the plaintiff, and Abrahams, Isaacs and Jacobs for the defendant, and many extended conferences are had ere the final contract is ready for execution. Briefly, this provides how, when and why the engagement shall be pulled off; names the victor and specifies in which round victory shall perch upon his banner, fixes the compensation to be received by (a) the attorneys themselves, (b) the fight promoters, (c) the city officials, (d) the Government via the income tax route, (e) the donation to the local S. P. C. A. to forestall interference by its over-zealous officers, and so on and so forth till we come to (z2) which reads ".....and the remainder or remainders, if any, we do hereby remise, release, relinquish and quitclaim unto the said principals hereof, their heirs, successors or assigns forever, in the proportion of sixty-six and two-thirds per centum (66 2-3%) to the winner, and thirty-three and one-third per centum (33 1-3%) to the loser—or the reverse, as the case may be—forever. Try and get it."

As might be inferred, the scrap itself, provided it ever takes place, in no sense resembles the memorable affair when Sullivan fought Kilrain seventy-five gory rounds with bare fists to a draw decision back in '92—or was it '29?

That classic was pulled off under the so-called rules of the London prize ring, which were liberal in the extreme. In addition to using bare fists, the two contestants were permitted to hit each other with whatever portable articles might be available, it being left to a resourceful Second to see that they were available.

Articles of Disagreement

Now, these little affairs are conducted as per the printed regulations of the Marquis of Razzberry, revised edition of nineteen twenty-four; the referee is omitted and the debate is presided over by an authority on Roberts' Rules of Order, acting under an advisory board of newspaper editors. Hitting in the clinches is barred, as is also the rabbit punch, the right and left cross (to say nothing of the double cross), the upper and under cut, the solar plexus jab; and tickling an opponent's ribs is considered passe.

Neither shall either contender strike the other when he is sitting down or standing up; when he has the sun in his eyes or at his back; when he is running towards his opponent or away from him, and smearing a mixture of red-pepper, snuff and turpentine on your boxing gloves prior to caressing your dancing partner's proboscis is a practice no longer employed by our best box-fighters.

The result is a weird melange of the best—or worst—features of a Japanese tumbling act, a foot race between Charlie Paddock and another hasty guy anxious to keep out of his way, and a more or less classical dance between two awkward exponents of the modern school of interpretative dancing. I have heard it called several other things of a more or less accu-

rate, and wholly forceful, nature by the disgusted patrons who'd paid to see a boxing match, but rarely, indeed, is it what I have just named, a "boxing match."

Rooting, while not strictly a sport in itself, is an interesting by-product of sufficient importance to warrant more than passing mention. While in no sense a new thing, it has been developed to a point that places it entirely outside the sporadic and wholly unorganized outburst of howls that passed for rooting back in the late nineties.

Rooting Technique

Now, the rooting section is not only the most colorful of any other part of the massed thousands that line the inside of each of our great concrete "bowls" for all the big games and athletic meets, but likewise the most highly organized. The "yell" leader is a person of great importance, flanked by lesser assistant satellites whose duty it is to synchronize their every motion and vocal note with his. Always the rooting section occupies the center of the stage, and the leader is confined to a narrow platform out front, with his assistants on either side. At the appointed time he raises his hand with an impressiveness worthy of a high church dignitary about to pronounce a priestly benediction and, as if by magic, the shouting and the tumult dies; he lifts the huge megaphone to his lips, rises on his toes and begins his chant.

"Rickety" and at the word the satellites are galvanized into vibrant action; they lean forward like leopards about to spring, arms wide flung, and keep one eye fixed on their leader and the other on their flock in the immediate front, "Roo" continues the head sagem, "Rickety Roo, Hurroo, Hurroo, Throwjams, THROWJAMS," and flings his big funnel thirty feet into the air—which is still quivering from the sudden diapason of sound with which it had been assaulted—and projects himself five feet off the platform in a frenzied attempt to follow the funnel, and each helper follows his every movement, for all the world as though on a common string manipulated by a master hand.

Three thousand rapt young patriots composing the rooting section give earnest heed to their leaders and, as one man, send forth such a volume of "Rickety Roos" as to prove, beyond any doubt, the depth of devotion they bear their Alma Mater and the stalwart sons of the same who will shortly be demonstrating their loyalty to her by trying to trample in the mud the invading foe.

That the foe has similar designs, but adds to the general interest and excitement. His rooting section being just as well organized and noisy as the Throwjams', and his yell leaders are suffering from the same brand of St. Vitus' dance. Compared to the average yell leader when he's going good, a heaped up dish of gelatine, carried by a nervous waiter, is as sedate and motionless as the pyramids.

Answer to "Kid-Stuff" Charge

Oh, it's all right for some of you business binded old stick-in-the-muds

to lift cynical eyebrows and exclaim "Kid-stuff!" Lissen, you. I saw one of your sort at the Throwjam-Roadrunner game; Reg'lar old Kiljoy, he was. Cold fishy eyes under beetling brows, prognathous jaw; the sort whose blood only circulates once every two weeks. Y'couldn't get him warmed up if you built a fire under him. He'd been dragged to the game by a tubby sort of a sport who hadn't missed a contest since he'd played on the Throwjam squad back in '98.

Well, the first half was almost over; nothing startling had happened. The lighter Roadrunners would treat themselves to three futile jabs at that stone wall in their front with a net gain of six inches, then their kicker would punt into the enemy territory, and again the Throwjams would start their march back towards the visitors' goal, only to lose the ball on a fumble. But now it was the Roadrunners' ball on their own ten yard line; the staccato voice of the quarter-back barked out a string of signals and the ball was passed to Dell. Little Manny Napier, left end for the Roadrunners, dashed back into the Throwjams territory and held out his arms for the forward pass that everyone expected Dell to toss, and Dell, with arms extended, played well his part. The entire Throwjam line charged in to block the throw, and just a split second before Dell was buried under that avalanche of striped jerseys he calmly turned and tossed the ball thirty yards into the waiting hands of Clark, right half, who had been hovering over on the Throwjams' extreme left.

Pop Gets Into Action

As Clark started his ninety yard prowl to the Throwjams' goal, with his nearest interference ten yards away—and falling further astern with every stride of the flashy Back's flying legs, I heard a roar close beside me, and turned to find old Frozen Face standing up and urging the fleeing runner to greater efforts. He'd thrown his twenty dollar Stetson away as useless impedimenta, his face had turned from an unhealthy white to a flaming crimson that was rapidly assuming a purple tint and he was talking persuasively and beseechingly to old man Clark's speeding son. "Oh you Clark," he was bellowing, "come on, Boy, come on, run over him, Boy, knock him down, 'Atta Boy, jab him in the slats, Touch-down, Touch-down, TOUCH-DOWN"—and he whanged his friend over the head with his clinched fist.

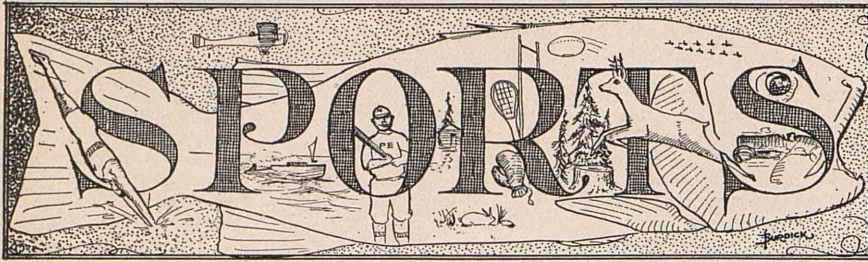
"Hey," expostulated Tubby as, with difficulty, he extricated his head from his derby that had been forced down over his ears, "Hey, be careful who you're hittin' willya?" "Gotohell," howls old Fartherest North, "Didja see him put that Throwjam safety man on ice, Didja? 'Atta Boy, Clark—Fight, Ramona, Fight, Fight, Ramona, Fight; Fight, Ramona, Fight Ramona, Fight, Fight, FIGHT!"

Oh, yes, it's a great game—for Kids!

Health Notes

To the Thin—"Don't eat fast,"

To the Fat—"Don't eat. Fast."—Juggler.



TWENTY SEVEN TURKEYS ARE AWARDED AT CLUB SHOOT

We use the phrase "bigger and better than ever before" for lack of better terms to express the success and pleasure of the annual Turkey Shoot held by the P. E. Rod and Gun Club at Los Cerritos recreation grounds on November 16th. Let us state right here that this event was the largest one of its kind ever held in Southern California, which also means that it exceeded in prizes and contestants any former event ever held by our sportsmen.

A grand total of 27 turkeys were carried home by the contestants; winners were as follows: L. R. Spafford, 3; Police Chief Henry of Redondo Beach, 3; George Bunner, 2; K. L. Oefinger, 2; L. V. Thompson, 2; H. L. Wiggam, D. G. Foyle, H. Smith, J. Bradley, E. L. Valeen, Dan Morrison, L. I. Mosier, E. R. Smith, W. Thompson and J. L. Conley, 1 each.

The following figures will prove interesting: There were in all fifty shooters, including several professionals, who proved good company and sportsmen, but the marksmanship of the boys of the P. E. Club was well in line with that of their professional friends. This was conclusively shown in one event by our Captain L. R. Spafford, when he challenged the other for supremacy. The contest was waged by Spafford being put in the squad against one with the professionals. When the last shot was fired, Mr. Spafford and Mr. Tabler, the professional, were running tie, and the next thing that was done was to try their skill alone. This was done by shooting off the tie, miss and out. Spafford won. Fabulous prizes were offered for this turkey, but it seemed that it couldn't be bought.

Read this carefully and ponder over it, fifty shooters at the traps, five-thousand targets thrown, 113 boxes of shells sold, and \$321.45 amount of receipts for the day, and if you have any reason to think that Messrs. Manley, Spafford, Smith, Manley and Geopfert, and in fact all who had anything to do with the event, didn't work, just change your mind, for you are wrong.

Weather conditions were ideal, not a breath of wind was stirring to disturb the target's flight. As a result several perfect scores were turned in over the twenty-five bird route.

One more shoot will register the end of the 1924 Tournament Season and at the present time we find K. L. Oefinger, H. L. Wiggam, B. F. Man-

Last Tournament Shoot of Season Announced

NOTICE is hereby served that the final tournament shoot of the 1924 season will be held by the P. E. Rod & Gun Club at the Los Cerritos recreation ground, Sunday, December 21st. This event will allow all competitors to complete their scores for the yearly prizes. These prizes are on display at the Club's headquarters and will be awarded to the winners in January. They are more numerous and valuable than ever before.

Field Captain Spafford states that in case of rain the final shoot will be postponed one week.

ley and L. R. Spafford running neck and neck for first place honors. All have their eyes set on the 1st prize, one well worthwhile, being a 1912 model Winchester repeating shot-gun.

Take special notice of this: The final Tournament of the season will be held at Los Cerritos field on December 21st at 9:30 a.m., which will consist of 100 targets at 16 yards. Check up your season's shooting and if you care to shoot at some more targets in order that you be able to qualify for the class to which you are entitled to, be there and make your mark for the season of 1924.

It might interest the members of the P. E. Rod and Gun Club to know that this club is the most active in the State of California. Let us see all of the members present at the next event. You can be sure of a good time and the prize drawing at the close of the meeting will be worth while, and don't forget the oyster stew that is to be served.

P. E. MASONIC CLUB DOINGS

The Pacific Electric Masonic Club held their 2nd annual reunion dinner at the Alexandria Hotel, November 19, 1924, with 200 members present. Past Grand Master, Dana R. Weller, guest, was the principal speaker of the evening, giving a talk long to be remembered. Past President, J. J. Staddon, acted as Toast Master during the evening.

Election of officers will take place at the next regular meeting, which is to be held at 8:00 p.m., Tuesday evening, December 9, 1924.

P. E. BALL TEAM CONTINUES TO MAKE GOOD RECORD

The brand of baseball now being furnished by the Pacific Electric Club should warrant a larger following by the employees who are at all interested in the great national sport.

The professional games are over for the season and if the fans within the Company only knew it, they may see as fast and as thrilling contests featured by their own team as are staged at many of the professional ball parks.

Reference to some of the recent games will indicate the real quality of baseball now being played:

Oct. 12th:	Runs	Hits	Errors
Pacific Electric ...	5	10	0
Pasadena	4	5	0
Oct. 19th:			
Pacific Electric ...	0	3	3
Gilmore Oil	5	11	2
Oct. 26th:			
Pacific Electric ...	3	12	0
Azusa	1	6	3
Nov. 2nd:			
Pacific Electric ...	1	6	1
Ventura	2	5	0
Nov. 16th:			
Pacific Electric ...	0	9	3
Ventura	3	4	1
Nov. 23rd:			
Pacific Electric ...	14	19	1
Alhambra	5	12	3
Nov. 29th:			
Pacific Electric ...	2	7	0
Gilmore Oil	1	3	3
Nov. 30th:			
Pacific Electric ...	12	14	2
Glendale K. of C. ...	4	7	2

These are real ball games; most of the opposing teams include not a few professional players whose names are nationally known.

The Pacific Electric Club is recognized throughout Southern California as a strong aggregation, qualified to meet the best semi-professional teams in the state.

Games so far scheduled for December include St. Louis Giants, 7th instant, Ventura, 14th instant, and San Diego, 21st, and at each place the team is extremely popular.

All employees are invited to take advantage of the opportunity to see the team in action during the winter months. You are assured of first-class entertainment and your presence at the games will be thoroughly appreciated.

Hard to Satisfy

"Railroad baiters continue to complain because the transportation lines put earnings back into the business and then collect profits on the increased investment. Successful business enterprises have been built up in that way. Why are the railroads singled out for criticism? They must obtain money for extensions and betterments from some source. If they distributed earnings among the stockholders and issued additional stock and bonds in order to make improvements probably the railroad baiters would complain just the same. They refuse to be satisfied with anything that railroads do."—Topeka Journal.

DEPARTMENTAL NOTES

MECHANICAL DEPT. NOTES

By W. M. Brooks

John Van Buren of the Blacksmith Shop and Carl Borgeson of the Pipe & Wiring Shop passed beyond the "Great Divide" in November.

To the bereaved families of our departed brothers we extend our deepest sympathy.

Mr. Van Buren and Mr. Borgeson were loving, faithful husbands and fathers. No higher tribute can be paid them.

Marcus Edwards of the Machine shop is the inflated daddy of an 8-lb. baby boy, born August 27th.

Fred A. Murray of the Winding Room is in the hospital. His buddies are invited to call.

Nonie E. Fielder of the Machine shop is sporting a new closed Studebaker. How do they do it?

A. A. Penwell is back on the job after an extended trip through the Gulf and Middle West states. He reports unusual prosperity in all regions visited.

Jack McEwing, Foreman of the Blacksmith Shop, sucked a pencil for full five minutes, the while his gaze roved over his busy shop, finally, "No. I don't know of a d— thing that's happened in here this month."

Wm. Spalding, Foreman of the Machine Shop is away on vacation.

Mr. Frank Miller, Truck Foreman, is also absent, having gone east for about 10 days.

LeRoy Sherman and Olga Djer were married this month and are now on their honeymoon in Santa Barbara. Leroy's fellow workers and the family generally join in best wishes and congratulations.

Harry Clark has been so busy (he says) he has not been able to get out and see the new 1100's in operation on the Pasadena Short Line, but hopes soon to do so. His plans are all made to start very shortly, in on the new 700 class cars and also the five new locomotives.

Sam Stiffler has proven upon a homestead entry near Lancaster. The fact that an oil rig is sinking a hole near him has greatly boosted Sam's hopes for a Rolls-Royce in the near future.

Remember last year Walter Bloomfield went hunting and got lost in the sage brush? Well, he took another chance this year. Understand this time, however, he went equipped with a perfectly good compass and a periscope.

Adventure, however, was waiting if rabbits were not. Walter stepped

blithely over a small bush and almost spiked a nice fat rattlesnake, which he claims was 19 feet long and at least 6 feet in diameter.

The rattler was disturbed. Walter had no business to disturb his rest. He rattled and struck almost at the same instant, sinking his fangs in Walter's puttees. Lucky for Walter he had 'em on or the balance of this tale would be a tragedy. Walter plans to go again next year, but will be further provided with several guides who will beat up the brush for several yards ahead to clear out the snakes. By the way, did you get any game, Walter?

DAY BY DAY IN THE ACCOUNTING DEPT.

By George Perry

Nov. 1, Sat. Earl Moyer's son pays first visit to office and is apparently satisfied with conditions.

2, Sun. Fair and warmer.

3, Mon. Herman Grenke returns from U. S. C.-Cal. game at Berkeley.

4, Tues. Election day, got off at 3:30 p.m.

5, Wed. Payday for Accounting Dept. Plenty of money until tomorrow.

6, Thurs. Dance at Club; good crowd.

7, Fri. Nothing exciting.

8, Sat. P. E. Accountants ball team took last game in Mercantile and Manufacturers League which brought home the bacon in the form of a beautiful silver trophy. The boys won nine games out of ten or the rating of 900 per cent.

The line-up is as follows:

Scaroni, 3rd-p; Brewer, f-p; Jordan, f; Grenke, f; Eucker, f; Sisk, 1st; M. Levin, 2nd; Houston, f; Bertelsen, c; H. Levin, ss.

9, Sun. Rained all day. Hope it rains "some mo."

10, Mon. Figures due; disbursements boys work all night.

11, Tues. Uneventful.

12, Wed. Miss Templeton's office first to go 100 per cent on Community Chest.

13, Thurs. Young blood attend P. E. dance.

14, Fri. Just another day.

15, Sat. Bill Hamilton spends day hunting?

16, Sun. All out; wonderful day.

17, Mon. Chas. Armbruster on vacation; intends to visit various points of interest in Southern California.

18, Tues. Uneventful.

19, Wed. Bill Collins now has family; he was presented this morning with a fine baby boy, weight 7½ lbs.

20, Thurs. Novelty barn dance at P. E. Club; lots of fun.

21, Fri. Another day.

22, Sat. Miss Stauber of the Stenographic Bureau leaves service. Best wishes!

23, Sun. Rest for all.

24, Mon. Uneventful.

25, Tues. Uneventful.

26, Wed. Mr. Labbe leaves for north on inventory.

27, Thurs. Thanksgiving Day; Oh Boy!

28, Fri. Turkey sandwiches for lunch.

29, Sat. Donald Goldsworthy, father of the Accounting Dept. notes, left service today and was presented with a watch as a token of esteem from his fellow workers. Turkey stew.

James (Jimmy) Gould is the proud father of a bouncing baby girl.

30, Sun. Last day of month. Fine weather; pay day five more to go. Turkey hash.

WESTERN DIVISION TROLLEYGRAMS

By E. C. Brown

Conductor W. J. Radz has returned to work after spending his vacation touring, or rather "Fording" the east in and around Baltimore, Md.

Motorman B. O'Neil and family are now occupying their new home only recently completed.

The thanks of the Trainmen of Hill St. Station are extended to R. C. Byrd, Mechanic, at that terminal for his aid in helping them to understand more thoroughly the operation of the new 600 class cars.

It is a pleasure to announce that our Champion wrestler, Cond. R. E. Purcell, will do his stuff at the L. A. A. Club on the night of December 11th. Those wishing to witness his performance will be admitted at the regular charge of one-dollar each.

Trainmen extend their hearty congratulations to Mr. Steinberg of the Hill St. Station Ticket office, upon the arrival of a baby daughter at his home a short time ago.

Conductor H. A. Tabakman is also in line for congratulations, due to the arrival of a baby boy.

A family reunion was held by the Stowe family, of which three are members of our big "family," the event taking place on Thanksgiving at the home of Mrs. W. B. Green, a sister.

"Wouldn't it seem strange," says Trainman Delmar—

If Conductor Verrett bought another machine?

If Motorman Russell wore an instructor's insignia on his cap?

If Motorman Clark and Conductor Rogers took another run besides Run 4, Venice Short Line?

If Motorman Hatt left the car barn without a stool?

If Motorman H. J. Delmer went back to the Motor Coaches again?

If Motorman Cullens would ever get a hot box?

If Motorman Buckles would go on a trip without blowing his whistle?

If Conductor O. V. Dickson would bid in the Del Rey night run?

If Conductor Brill would take a day off?

"We'll say it would seem very strange," he concludes.



She Wouldn't Give Him Away

At the polling booth in the colored belt at a primary election:

Colored lady: "I wishes to vote."

Election Judge: "With what party are you affiliated?"

Lady: "Ah done don't think ah ought to tell dat yit."

Judge: "You have to tell what party you are affiliated with, or you can't vote."

Lady: "Now, Mr. Inspector, ah really don't think ah can do dat now."

Judge: "Why not?"

Lady: "Cause he ain't done got his divorce yet."—Exchange.

R-r-r-revenge!

Little Jack had been so persistently naughty that mother just had to give him a good spanking, and all that afternoon a desire for revenge rankled in his little breast.

At length bedtime came, and kneeling down, he said his evening prayer, asking a blessing upon all the members of the family individual—except one. Then, rising, he turned to his mother with a triumphant look, saying as he climbed into bed, "I s'pose you noticed you wasn't in it."—The Christian Guardian.

Scotch Thrift

First Scott: "I saw ye at the bank, yesterday."

Second Scott: "Aye."

First Scott: "Did ye put in some money?"

Second Scott: "Nae."

First Scott: "Take some out?"

Second Scott: "Nae."

First Scott: "Then ye borrit some money?"

Second Scott: "Nae."

First Scott: "Then what did ye?"

Second Scott: "I fillet my foontain pen."—Kablegram.

When Father Grew Up

Johnny had eaten the soft portions of his toast at breakfast and piled the crusts on his plate.

"When I was a little boy," remarked his father. "I always ate the crusts of my toast."

"Did you like them?" asked Johnny, cheerfully.

"Yes," replied his father.

"You may have these, then," said Johnny, pushing his plate across the table.—Ex.

Both Can "Pop" It

The main difference between a girl chewing her gum and a cow chewing her cud, is that the cow generally looks thoughtful.—Williams Purple Cow.

Liars Are Born—Not Made

I came from a country where the weather was so cold that the very words you spoke froze in your mouth. I've seen the sidewalk literally littered with frozen conversation, and we had to take it into the house and thaw it out to find out what we were talking about.

That's nothin'. Where I came from it's so hot that we had to feed the chickens cracked ice to keep them from laying hard boiled eggs.

Can any reader go beyond these?—Exchange.

Why He Went

Crawford: "I thought you didn't like to go to funerals."

Crabshaw: "But this is the funeral of an old doctor of mine who told me years ago that I couldn't live."—New York Sun.

The Change

Her charms subdued him

Ere they wed;

But now her tongue

Does it instead.

How It Started

"At any rate, Mrs. Murphy, no one can say I'm two-faced."

"Faith, no, Mrs. Jones. Sure, an' if yer were, you'd leave that 'un at 'ome."—Melbourne Punch.

To Be Perfectly Frank

At a college examination a professor asked: "Does the question embarrass you?"

"Not at all, sir," replied the student; "not at all. It is quite clear. It is the answer that bothers me!"—Boston Transcript.

Mulligan was lying upon his death-bed. Mrs. Mulligan was seated at his side, giving what small consolation she could offer in the circumstances.

"Sure, Mike," she said, "is there innnything I cud do fer yez before yuh lave us?"

"Margaret, me darlint," said he. "I think I smell the odor of roastin' pork. I belave I cud eat a bit of it."

"I'm sorry, Mike," said she. "But I can't cut into that pork roast. We're savin' it fer the wake."—Everybody's Magazine.

"This weather doesn't agree with me."

"That's not surprising; it doesn't even agree with the weather man."—Judge.

Why does a chicken like to fight? Because we feed him scraps.—Ex.

The Gas Menace

In a western town there is a sign reading as follows:

4,076 people died last year of gas.

39 inhaled it;

37 put a lighted match to it;

4,000 stepped on it.—Dearborn Independent.

Posting Son

"Say, Pop, what is an echo?"

"An echo, my son, is the only thing that keeps a woman from having the last word."—Virginia Reel.

Why Dad Wears His

"Yep, I had a beard like yours once, and when I realized how it made me look, I cut it off."

"Well, I had a face like yours once, and when I realized that I couldn't cut it off, I grew this beard."—Film Fun.

Wife's Precaution

"Darling, before you go to bed, spread some newspapers on the floor in front of the fire so the sparks won't get on the new rug."—Scripps-Paine Service.

Before and After

"Before we were married you called me an angel."

"I know it."

"But now you don't call me anything."

"That shows my self-control."—London Opinion.

An American, newly arrived, went into a London teashop, took his seat, and waited. Presently a bright-eyed waitress approached him and asked: "Can I take your order?"

"Yes. Two boiled eggs and a kind word."

The waitress brought the eggs, and was moving on when the American said: "Say! What about the kind word?"

The waitress leaned over and whispered, "Don't eat the eggs!"—Tit-Bits (London).

Tom: "What makes you think she doesn't like you?"

Vic: "She told me she thought there was a fool in every family."

"Well, what of that?"

"I'd just gotten through a moment before telling her that I was an only child."—Michigan Gargoyle.

A doctor was questioning his patient's wife: "Does your husband grind his teeth in his sleep?"

"Goodness me, no!" was the reply.

"I never allow him to wear them in bed, doctor."—Washington Post.

And this special treatment of yours for sleeplessness, doctor?"

"I strike at the cause or the origin of the trouble."

"Oh, I see. Well, you'll find the baby in the adjoining room. Only don't strike at him too hard."—Boston Transcript.

Wife: "Are all men as stupid as you are?"

Husband: "No, my dear, look at all the bachelors there are."—Kabaret (Lemberg).

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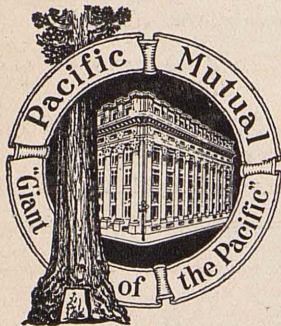
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THE FARMERS & MERCHANTS NATIONAL BANK
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As Made to the Comptroller of the Currency
at Close of Business
October 10th, 1924

ASSETS

Loans and Discounts	-	-	-	\$30,484,548.88
United States Bonds to Secure Circulation	-	-	-	1,500,000.00
U. S. Bonds and Certificates of Indebtedness	-	-	-	3,573,722.50
Other Bonds, Stocks and Securities	-	-	-	1,210,759.19
Bank Premises	-	-	-	490,112.71
Customers' Liability on Letters of Credit	-	-	-	371,833.98
Customers' Liability on Account of Acceptances	-	-	-	30,303.32
Redemption Fund with U. S. Treasurer	-	-	-	75,000.00
Interest Earned, uncollected	-	-	-	95,157.37
Cash on Hand	-	-	\$2,300,586.15	
Due from Federal Reserve Bank of S. F.	-	-	3,074,240.04	
Due from Banks	-	-	9,090,568.02	
				14,465,394.21

\$52,296,832.16

LIABILITIES

Capital Stock Paid in	-	-	\$2,000,000.00	
Surplus	-	-	1,500,000.00	
Undivided profits	-	-	703,645.96	\$4,203,645.96
Reserved for Taxes	-	-	-	18,523.31
Reserved for Interest	-	-	-	93,983.27
Unearned Discount	-	-	-	38,938.41
Securities Borrowed	-	-	-	1,000,000.00
Letters of Credit	-	-	-	393,666.48
Acceptances Based on Imports	-	-	-	30,303.32
National Bank Notes Outstanding	-	-	-	1,480,000.00
DEPOSITS	-	-	-	45,037,771.41

\$52,296,832.16

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: Wm. Lacy, H. F. Stewart, H. W. Keller.

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